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JANUARY 18, 1947

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Railway Age

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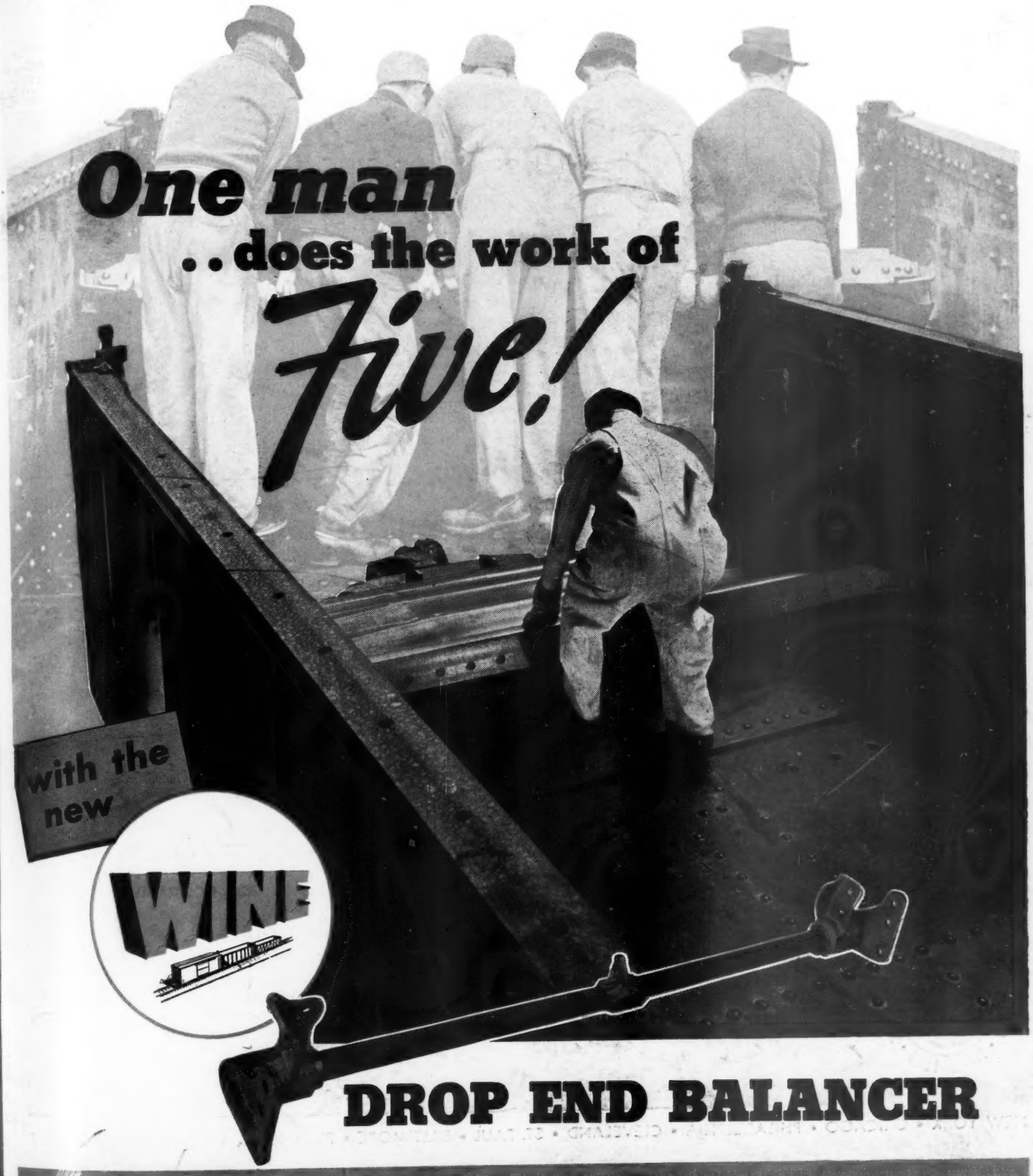

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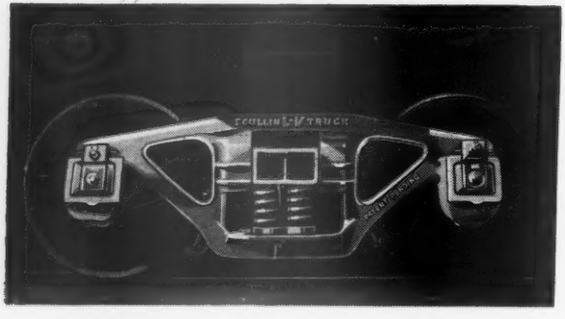

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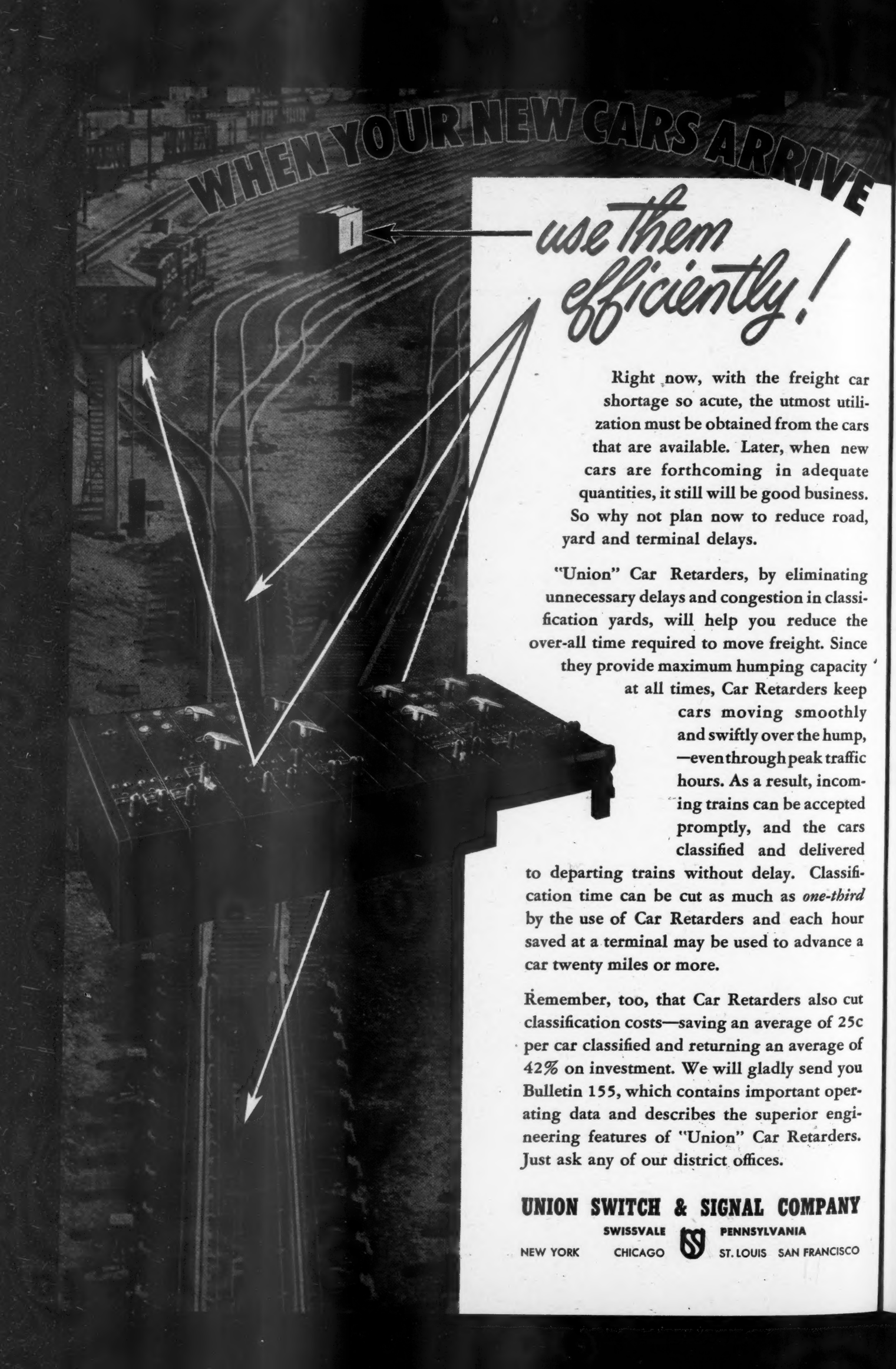

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RAILWAY AGE

Truman's Budget Item for Transport Is 85% Too High

Our statesmen in Washington who are arguing about how much federal government expenditures can be reduced, and about whether income taxes of individuals should be reduced, and, if so, how much, should consider in their deliberations the following facts:

If business interests now enjoying transportation favors at the expense of the federal government would forego these favors, even as they are demanding that political privileges now enjoyed by organized labor be withdrawn, the federal outlay of $1,533 million for "transportation and communication" called for by President Truman in his budget for the fiscal year beginning next July could be reduced by $1,308 million, or 85 per cent. The President listed the proposed expenditures as follows:

Promotion of the merchant marine	$204	millions
Aids to navigation	310	"
Provision of highways	428	"
Promotion of aviation	194	"
Regulation of transportation	15	"
R. F. C. loans to railroads	—3	"
Other services to transportation	21	"
Postal service	352	"
Regulation and other service to communications	9	"
Total	$1,533	millions

Those Who Profit Should Pay

This country, by its artificial wage level in maritime service, has placed its merchant marine up on stilts far above the world level of prices, and we must either subsidize our merchant marine to enable it to meet foreign competition or do without it. So the item of $204 million for our merchant marine should not be eliminated, and probably should not be much reduced. The estimate of $310 million for "aids to navigation" includes $157 million for the Coast Guard, the balance being for the Army Engineers—that is, it is expense for inland waterways. There is no reason why the $157 million assigned to the Coast Guard could not be recouped by fees totaling that sum, collected from shipping (foreign as well as domestic) making use of the "aids to navigation" the Coast Guard provides. The $153 million estimated for inland waterways could either be eliminated entirely, or offset by tolls of like amount on users of these waterways. There is, in sum, good reason for laying the expense of necessary subsidies to keep the merchant marine in existence upon general taxation, but none whatever for requiring general taxpayers to pay $310 million for "aids to navigation."

There is, likewise, no justification for making a charge of $428 million on general taxes to provide more highways; nor for an additional charge of $194 million for promoting aviation. These outlays are for economic services, and it is a fundamental principle of a "free enterprise" or "market" economy that costs fall in the same place as the direct benefits. The policy of the federal government in providing such transportation facilities can be made to conform to free enterprise principles either (1) by abstaining from such governmental expenditures entirely or (2) by increasing the excise taxes on the users of such transportation sufficiently to offset these outlays (i. e., over and above the level of excise taxes on service by such privately financed facilities as railroads and pipe lines). At all events, here is a proposed charge of $622 million on general taxes which can be justified only under the theories of socialism.

Patrons Should Support Mail Service

Similarly, the carrying of the mails is an economic service, and no theory except a socialist one can be advanced for making the provision of such service a charge on general taxes instead of upon the patrons of the service. The Post Office has not helped its earnings any by reducing its air mail rate to 5 cents an ounce, a figure near to or even less than the actual cost of transportation, thereby diverting letter mail from movement by rail which nets the Post Office a handsome profit. In urban areas the postal authorities are inaugurating costly helicopter service, ostensibly to expedite the air mail, although maybe also for publicity reasons—while, meantime, special delivery mail from the Twentieth Century Limited, which used to be delivered in downtown New York in about 1½ hours after the train's arrival, now requires 4 hours or more for similar local delivery.

Looking at the list of federal activities in the field of transportation and communication on which Mr. Truman wants to spend, net, $1,533 million of the taxpayers' money in fiscal 1948, only those for regulation ($24 million) and for the promotion of the merchant marine ($204 million) are clearly a reasonable charge on general taxes. (The R. F. C. railroad loan item, be it noted, is a credit). The budget figure of $1,533 million could and should, therefore, be cut to $225 million net—the rest of the outlays either being eliminated entirely or offset by commensurate fees on the users of the facilities the government provides.

Are Present Shops Suited to Their Job?

For several years expenditures for shop facilities for the maintenance of locomotives and cars have been principally in the nature of minor revisions to plant or departmental layouts, or the replacement of individual units of shop equipment that have been worn out or have become obsolete. Since the last of the complete shop plants for steam-locomotive or major car repairs were designed and built prior to the depression years there has not been too much thinking concerning the over-all adequacy of repair facilities as related to changing trends in motive power and rolling stock types and materials.

The result has been that on many roads the shop facilities, with respect to floor or land area occupied, are considerably larger than the road may have any need for in the light of the reduction over a period of 10 to 20 years in the number of units to be maintained. On the other hand, many roads, having abandoned outlying facilities, lack the capacity to do the right kind of a job on modern power, at a satisfactory cost, because the central shop was never designed, and is not now equipped, for the efficient handling of a large part of the modern steam power that has been installed during the past 10 years.

Because of relatively low wage rates and material costs up until the beginning of World War I there was always a question as to the justification for the expenditure of capital funds in large amounts for the complete rebuilding of major repair facilities. Now, however, with material costs far above pre-war levels and wage rates that are increasing the proportion of labor costs above what were once considered top levels, it may well be expected that the cost of repairing locomotives and cars—which has always been a large item of railway operating expense—will go still higher unless ways and means are found to do it more economically. A complete reappraisal of the suitability of existing shops may be part of the answer.

Some indication of the thinking along these lines may be seen in the recognition of the change in the relative number of steam and Diesel locomotives on most important roads and the questions that are being raised as to the logic of perpetuating shop facilities designed for the overhauling of a thousand steam locomotives—of the kind used 25 years ago—when only three or four hundred remain on a road's inventory of that type of power. Then, too, there has been considerable discussion among shop men of late as to the logic of adhering to many of the traditional shop arrangements with respect to departmentalized operations. Take wheels, for instance; that is today a specialized job and many of the problems of wheels, axles and bearings are common problems whether the parts are for locomotives or for cars. The question has been raised as to why, on many roads, the entire job of producing wheels and axles and inspecting and overhauling bearings should not be concentrated in a shop where the facilities could be modernized to handle a large volume of work economically and maintain a centralized control over the quality of the work that is done.

These are but a few of the many problems that shop engineers and supervisors are going to face in the near future. Before embarking on expenditures that would perpetuate obsolete plants, it might be well to study the whole question of maintenance facilities in the light of what may be expected to happen in the next 10 to 15 years in the domain of motive power and cars.

Providing Rear-End Protection by Train Order

Proper observance of Operating Rule 99 has long been a source of considerable delay to local freight trains in departing from stations and, in addition, has hampered station switching operations by keeping a valuable member of the train crew occupied in non-productive work. Even on a busy railroad the flagman of a local freight train is seldom called upon to stop another train; yet, in the absence of other safeguards, it is essential that a member of the crew provide protection whenever the main track is used for the performance of station work. Indeed, on a single-track line both front and rear end protection may sometimes be required.

An example of the extremes to which this practice can be carried is found on a branch line of one railway. On this line flag protection is required whenever a train is stopped on the main track, regardless of traffic conditions. Train service on this particular branch is provided by a single crew making a daily round trip, with an extra train being operated on an average of not more than once every two or three months. At an important intermediate town this crew switches for several hours twice each day without the assistance of the rear brakeman, who is required by the rules to protect against a non-existent following train. In addition to the delay caused by switching short-handed, there is a further delay to the train awaiting the flagman's return when he is recalled. A revision of the rules is in order to permit the productive use of this employee under normal conditions, while assuring his presence as a flagman when conditions may require it.

Railroads have tried several measures to overcome this condition with varying degrees of success. Some of the remedies adopted have introduced serious hazards when not observed to the letter and, when literally observed, have led to serious delays to other trains. A few roads have adopted a rule which, because it introduces train-order protection of the rear end, seems to provide adequate safeguards. Usually this is accomplished by issuing, to the trains affected, a "flagging" order in the following form:

"To C & E eastward trains—Eastward trains except No. 92 eng. 10 wait at Jonesville until 10:30 a.m."

The rule provides that the train or trains designated, except No. 92, must not leave or pass the designated point before the time named in the order. The train holding this "flagging" order is relieved of providing protection against trains specified until expiration of the time named in the order, when immediate rear-end protection prescribed by Rule 99 is required, regardless of the distance the train holding the order may be from

the point in the rear at which following trains were required to wait. Some railroads have limited the use of this form of rear-end protection to certain districts and permit the restriction of only certain classes of trains; others place no limitations on its use.

In daily operation, even on a busy piece of track, there are usually periods of an hour or more when there are no trains closely following the local train. Under such conditions, the use of the "flagging" order can produce considerable savings in time for way freight trains without sacrifice of the safety provisions of Rule 99.

Wider Horizons for Wood Preservation

The railways have been the largest users of pressure-treated wood for more than 100 years. They now consume only 75 per cent of all wood given preservative treatment, compared with 95 per cent some sixty years ago, but they are still the chief consumers of treated wood and from present indications will continue to be for some time. The drop in percentage consumption is not the result of any reduction in the use of treated wood by the railways, but arises from increased output and from increased use by other industries.

During 1909, 75,946,419 cu. ft. of wood were given preservative treatment; by 1919 the figure had jumped to 146,060,994 cu. ft. In 1929, 362,009,047 cu. ft. of wood were chemically treated. Because of restrictions on forest products for private and industrial use during and since the war, and shortages in both man-power and creosote, the industry has been severely handicapped in recent years. However, in both 1944 and 1945 wood preservation totals registered increases over 1943 and, if the number of new treating plants to be placed in operation this year is any criterion, the wood preserving industry, barring shortages of creosote or other limiting factors, may reach new production heights.

Technological progress and the needs of consumers give the wood preservers a great potential market for the future, if the industry's leaders will resolutely pursue the numerous opportunities in sight. Aggressive effort will be needed on the part of the industry to demonstrate the merits of pressure-treated wood to consuming industries, including the railroads, and to the general public. Furthermore, the value of all improved plant techniques and operating methods will need be carefully evaluated, to assure the adoption of those promising marked advantages either to the producer or the consumer.

With costs rising as they have been, the railroads, as the wood preserving industry's largest customer, have a right to expect the industry to operate in a manner to insure the best possible products at the lowest possible cost. Certainly the wood preservers, through their long and favorable relations with railway men, are fully aware of this. Improved products, conservative costs and pricing, and better service to customers should establish the mutually profitable relations of the two industries on an even firmer basis.

Too Many Collisions with Track Motor Cars

In spite of the axiom on the railways, which is also explicitly stated in the Book of Rules, that "safety is of first importance in the discharge of duty," practices persist in the operation of track motor cars which have been demonstrated time and again as anything but foolproof. All too frequently track cars are involved in collisions with trains, resulting in the death of one or more employees. In a number of cases, investigation by the Interstate Commerce Commission has shown that the accidents could have been prevented if safeguards for the protection of track-car movements had been in force. In several instances the commission has recommended the adoption of a train-order or block-signal system for the operation of motor cars.

A recently reported accident of this nature cost the lives of five members of a section gang. Before the motor car was placed on the track, the gang foreman received a line-up which included the information that a certain engine was in the yard at a point down the line but made no mention of its probable later movement. Only a few minutes thereafter this engine entered the main track and proceeded in opposition to the track-car movement, resulting in a disastrous collision.

In another recent accident, three maintenance officers, including a general roadmaster, failed to obtain a written line-up while making an inspection trip by motor car. The rules were further violated in that the person responsible for the operation of the track car allowed another of the party to secure the line-up for him. Complete confusion resulted and the track car proceeded practically in the face of an opposing passenger train running only a few minutes behind schedule. In the collision that resulted the general roadmaster was killed. Exclusive of the two accidents mentioned, 10 other fatal accidents of this nature during the past two years, according to the commission, cost the lives of 19 employees and the injury of 21 others.

Because of the great possibility of human error, moving track cars by means of line-ups, as now issued, involves some element of hazard. So-called "smoke orders", of course, have no basis whatever and can only be condemned. A train order, on the other hand, as recommended by the commission on several occasions, provides far greater protection and remains in effect until it is fulfilled, superseded, or annulled. Manual-block operation may be equally effective.

Much opposition, however, has been raised to the operation of motor cars by train orders or by manual-block-system rules. It is argued that these systems would be costly, would interfere with the work of the field forces, and would involve unnecessary delays to trains and additional work for dispatchers and operators. These arguments have some foundation, but they lose much of their force when it is considered that several roads, including one of the country's largest, have for a number of years operated track cars by train orders or under manual-block system rules, and, significantly, have remained remarkably free from track car–train accidents, while turning in highly creditable performance records for both trains and the track forces.

Photography Eliminates Bottlenecks

To speed the handling of waybills, passing reports and other vital records, the Milwaukee uses Photo Copy cameras which permit photographing as many as 300 records an hour

Above—Operators photographing local l. c. l. shipping orders at the Galewood (Chicago) station. Operator (second from right) has placed shipping order on the glass covered copy table and is snapping photograph by opening the shutter with his free left hand

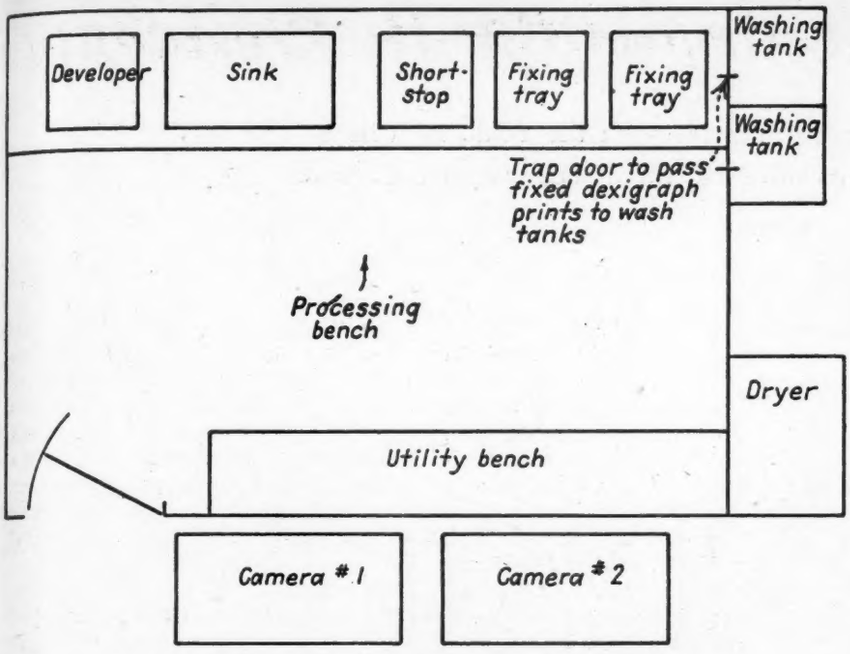
Below—Developed shipping orders being dried by running them through an electric dryer. During rush periods one operator performs this operation while the other is developing additional negatives

THE Chicago, Milwaukee, St. Paul & Pacific has installed Dexigraph Photo Copy cameras at its Galewood freight station and Bensenville, Ill., yard offices as a means of improving operating procedures by eliminating much of the manual transcription in conjunction with waybills and passing reports. Like other railroads, the Milwaukee experienced difficulty in securing adequate clerical help during the war, a problem which became acute when it became impossible to obtain sufficient bill clerks to handle the record volume of freight traffic moving over its lines.

Reduces Clerical Errors

In addition to the labor shortage, the Milwaukee also was experiencing difficulty in securing a passing record on car movements in its east and west yards at Bensenville. The traffic volume at these yards had increased to such an extent that it became impossible for the two men assigned the task of making this report to secure a complete and accurate record. To alleviate this condition, studies were made regarding the possibilities of reducing the amount of manual reproduction work involved. These investigations revealed that using a Remington Rand Dexigraph camera, one man could make six pictures, which required no proof-reading, in no more time than that required in transcribing only one line on an ordinary passing report. Therefore, two Dexigraph Photo Copy cameras were installed at the Galewood freight station and one each at the east and west yards at Bensenville, with the result that the Milwaukee was able to get a complete record of all cars passing through these yards, with a substantial reduction in transfer delays. Subsequent uses of the photo-copy equipment include the Dexigraphing of passing records made on all cars originating and terminating in the Chicago district and carried on the Indiana Harbor Belt Line, which records were necessary both for the traffic department and for the preparation of reports to the management.

The cameras used at Galewood and Bensenville are similar in operation to the ordinary camera used by an amateur photographer in that the pictures are taken by reflected light passing through



Sketch illustrating the arrangement used by the Milwaukee in photographing and developing Dexigraph prints

a prism and lens directly onto sensitized paper. The entire operation is relatively simple, and any employee can learn it after a few instructions.

Before the waybills are photographed all vital information is inserted thereon and each is assigned a number. They are then delivered to the camera operator, who places them on an illuminated copy table one at a time, until each has been photographed. To photograph each bill, the operator first lowers a glass cover over the waybill to secure it during the photographic operation, thus assuring smoothness of the paper. At the same time that he places the waybill on the copy table with his left hand, he selects with his right hand a sheet of 8-in. by 5-in. sensitized paper from a paper magazine located in the camera housing and places it against a framed glass in the focal plane of the camera. Finally, the operator completes the operation by pushing a button releasing the camera shutter, the exposure being made automatically through an electric timer. These operations are performed very quickly, and after gaining experience an operator is able to complete the processing of approximately 300 exposures each hour. All operations, with the exception of placing the waybills on the copy table, are performed by the operator's right hand moving through a light-tight sleeve, the elastic of which fits snugly around his forearm.

After a transfer box within the camera is filled with exposed sheets, its lid is closed and the box removed through a door in the camera to which the light-tight sleeve is attached. The transfer box is then taken to a darkroom, where the negatives are developed.

The processing in the darkroom is performed under what are commonly referred to as "safe light conditions." A red light which does not fog or harm the paper furnishes sufficient light to permit the developing being carried on. The exposed prints are placed in a developer, maintained at a temperature of 70 deg. F., for 45 sec. At the end of this period they are transferred to a short-stop solution, where they remain for one minute, during which time the developing action is stopped completely. The prints are then transferred to an adjacent tank which contains a fixer. This solution, in reality, establishes the permanence of the developed image on the print.

The prints remain in the fixing solution for a period ranging from 3 to 10 min., following which they are passed through a light-tight sliding door, out of the dark room and into a double-celled washing tank. They remain in running water in the washing tank from 15 to 30 min., during which time the chemicals used in the processing are removed from the paper and emulsion. They are then drained and, after all excess water has been removed by squeegeeing, they are placed face down upon an electric dryer. After passing through the dryer, they are ready for use.

All developing is performed at the Galewood office; passing reports are brought in from the Bensenville yards each night and are developed at the beginning of the following work day.

Through the use of photographic equipment the Milwaukee has eliminated the preparation of waybills for l.cl. local shipments. Instead, a photo copy is made of the bill of lading, and the bill of lading then accompanies the shipment to its destination, while the photo copy is retained at the point of origin and serves as the station record.

Delay and Errors Minimized

Since the installation of photo-copying equipment, the Galewood station has eliminated the customary fanfold billing operation on local l.c.l. shipments, which required proof-reading. Under the photo copy method, the procedure is as follows:

In preparing the shipping order for use in lieu of a waybill, it is checked and receipted, then passed to the rate department where it is classified and rated. It is then sent to the comptometer operator for extending. After the latter operation, a stamp is placed on the bill of lading to indicate that it is a waybill; this stamp imprint also shows the date of shipment and the waybill number. Upon completion of the checking, rating, extension and numbering, the shipping order is sent to the Dexigraph operator for photographing.

By using the shipping order in this manner, the Milwaukee has found that shipments actually move on a copy of the shipper's instructions, thereby avoiding transcribing errors and unnecessary clerical work. The photograph which is retained for the station record, being an exact copy of the shipper's instructions, is a valuable record and can be filed in any manner desired.

In addition to handling all local l.c.l. shipments, the cameras are also used to photograph all passing waybills covering cars on which the Milwaukee is the intermediate carrier. A photograph of each waybill is furnished the accounting department in order that it may readily check the delivering lines for settlement. This method makes it possible to provide an early estimate of earnings and insures the proper settlement of each carrier's portion of the charges.

The photographic system has proved a big time-saver in preparing copies of waybills and numerous reports and, as all photo copies are made at a fixed reduction, a substantial decrease in the storage space required has been achieved.

STARTING OUT EARLY.—Children who are passengers on some of the longer New York Central runs are being encouraged to become locomotive builders at an early age. A silver and black cardboard cut-out model of a New York Central Hudson-type locomotive, complete with "cowcatcher" and tender, are being passed out by dining car stewards to young travelers. Assembly of the locomotive and tender is a simple matter and is accomplished by folding and fitting tabs into slots. The finished product measures approximately 5½ inches long for the locomotive and 4½ inches for the tender.

Coleman to Retire as C.P.R. President

After 47 years' service with the road, he will be succeeded as chief executive officer by W. M. Neal

D'Alton C. Coleman

D'ALTON C. COLEMAN, chairman and president of the Canadian Pacific, will retire from active service on February 1, the company has announced. He will remain a director, but will be succeeded as chairman and president by W. M. Neal, system vice-president and a member of the executive committee.

"I have served the Canadian Pacific for over 47 years—longer than did any of my predecessors in the presidency," Mr. Coleman said. "I passed the usual Canadian Pacific age of retirement two years ago and I feel that the time has come in the interests of the company and myself that the burden of responsibility should be placed on younger shoulders.

"In Mr. Neal the company has a man admirably qualified for the position of chief executive officer and I know that his administration will be successful and distinguished. After taking a rest," Mr. Coleman concluded, "I shall return to Montreal and continue my activities in other fields."

Mr. Coleman was born at Carleton Place, Ont., on July 9, 1879. He was graduated from the Arnprior Collegiate Institute and entered railway service as a clerk in the engineering department of the C. P. R. at Fort William, Ont., in 1899. He was appointed superintendent at Nelson, B. C., in 1907 and at Vancouver, B. C., in 1908. Later in 1908 he was appointed superintendent, car service, at Winnipeg, Man. He was general superintendent of the Manitoba district in 1912 and of the Alberta district in 1913. Two years later he was appointed assistant general manager, western lines, and, in 1918, vice-president, western lines. Mr. Coleman was elected vice-president of the Canadian Pacific System on September 10, 1934, president on May 1, 1942, and chairman and president on May 5, 1943.

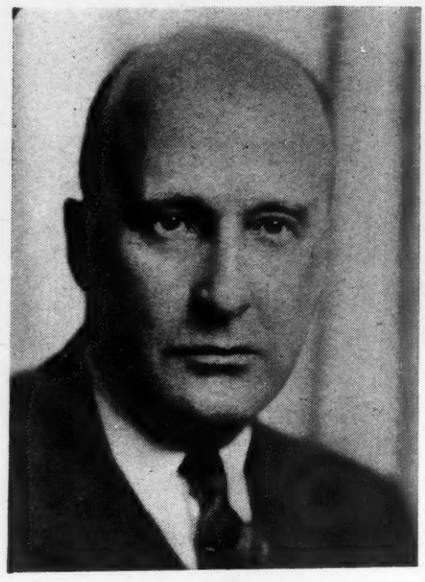
Mr. Coleman is an officer or director of many other companies, including the Canadian Australasian Line, Canadian Pacific Air Lines, the Consolidated Mining & Smelting Co. of Canada, the Toronto, Hamilton & Buffalo, Canadian Pacific Steamships, the Metropolitan Life Insurance Company, the Minneapolis, St. Paul & Sault Ste. Marie, the Northern Alberta and the Vancouver Hotel Company.

He was chairman of the board of governors of the University of Manitoba in 1932-34 and is chairman of the executive committee of the University of Bishop's College and governor of McGill University. Mr. Coleman also is a member of the Canadian Railway Club.

Mr. Neal's Career

Mr. Neal was born in Toronto, Ont., in June, 1886. He entered railroad service in 1902 as a clerk in the office of the superintendent of the Canadian Pacific at Toronto. Later that year he was appointed clerk in the office of the general superintendent at Toronto. From May, 1903, to May, 1904, he was a stenographer and clerk in the same office. He held the same positions in the foreign freight office at Toronto from May to September, 1904, after which he was a stenographer and clerk to the superintendent of transportation at Winnipeg until November, 1907. He was then, successively, a traveling car checker at Winnipeg; chief clerk in the superintendent's office at Souris, Man.; a clerk in the general superintendent's office at Winnipeg; chief clerk in the car service departments at Winnipeg and Montreal; car service agent, Quebec district; assistant superintendent, Montreal terminals; and acting superintendent, car service, Montreal.

On loan as general secretary to the Canadian Railway War Board from October, 1917, to February, 1920, Mr. Neal then rejoined the C. P. R. as assistant general superintendent, Quebec district. He held the same position in the Ontario district from April, 1920, to July, 1922, when he was promoted to general superintendent of the Algoma district, North Bay, Ont. Then, is succession, he was assistant to the vice-president (system) at Montreal; general manager, western lines, and vice-president, western lines. In 1942, Mr. Neal was elected vice-president (system), a director and a member of the executive committee. He also was elected president of the Quebec Central and the Dominion Atlantic.

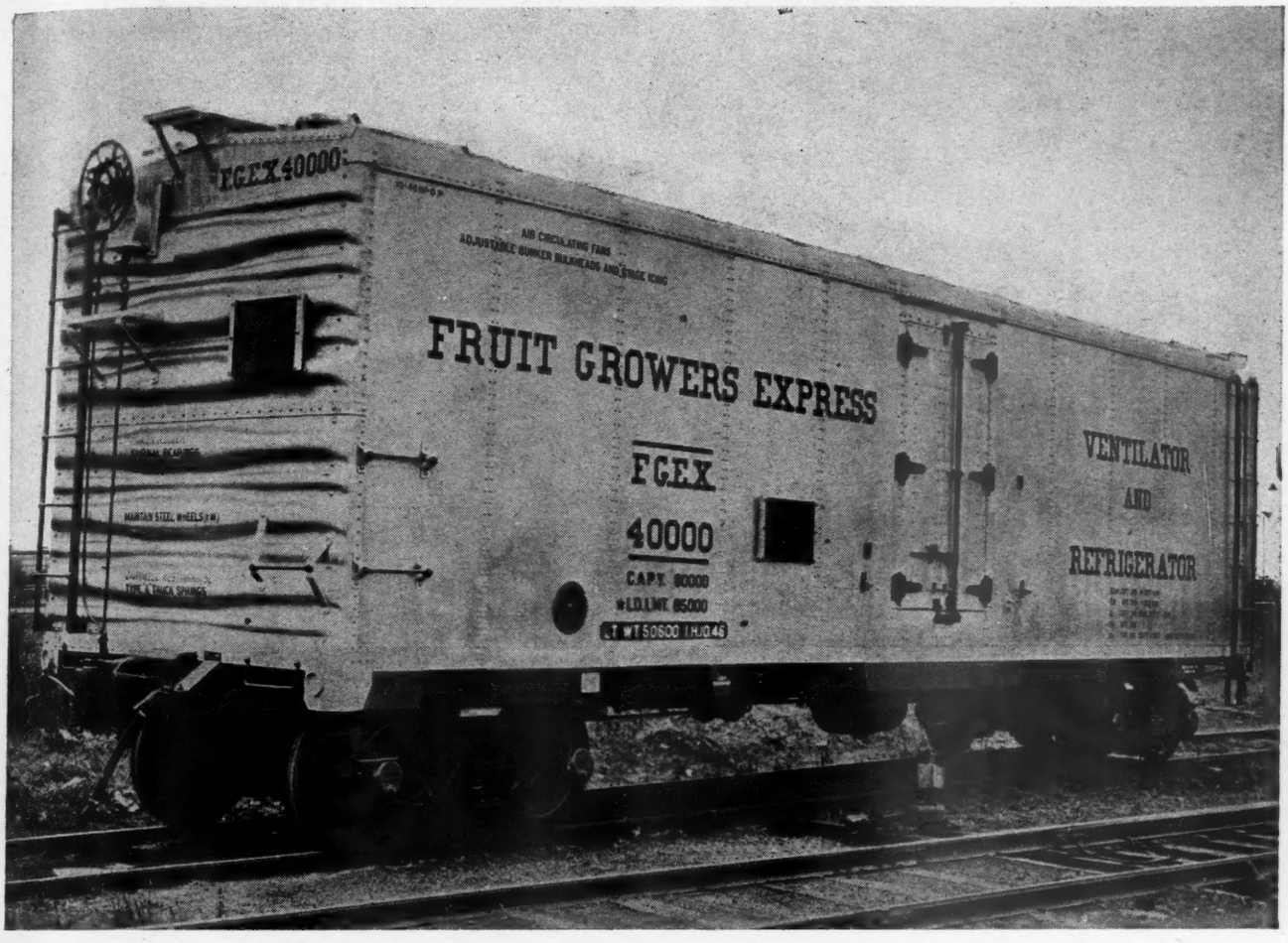


W. M. Neal

Mr. Neal is a director of Canadian Pacific Steamships, the Toronto, Hamilton & Buffalo, the Canadian Marconi Company, the Northern Alberta and the Sun Life Assurance Company of Canada.

The Canadian Pacific system, including leased lines, extends from Halifax, Nova Scotia, and St. John, N. B., on the Atlantic coast to Vancouver and Victoria, B. C., on the Pacific coast. On December 31, 1945, 17,037 miles of steam railway and 69.4 miles of electric railway lines were in operation. It owns and operates commercial telegraph and express services reaching all principal points in Canada. On the Great Lakes

(Continued on page 186)



A superstructure of aluminum alloy is the outstanding feature of the Fruit Growers Express Company's experimental refrigerator car

F. G. E. X. Experimental Refrigerator Car

Including improvements developed by the Fruit Growers Express Company and features recommended by the perishable industry, the car, with an aluminum superstructure, weighs 50,600 lb.

AN experimental refrigerator car with a superstructure of aluminum alloy has been developed and built by the Fruit Growers Express Company and its associated companies, the Western Fruit Express Company and the Burlington Refrigerator Company. The objective in its development was to produce a durable light-weight car of increased capacity that could be built and maintained with existing facilities in the shops of the car builders and railroads. It weighs 50,600 lb., or 7,000 lb. less than a conventional refrigerator car of 40 tons nominal capacity.

Besides incorporating improvements in design determined at its car-testing laboratory at Alexandria, Va., the Fruit Growers Express Company also included in the car's specifications the standard freight refrigerator car recommendations of the refrigerator car committee of the United Fresh Fruit & Vegetable Association and other members of the perishable food industry. In addition to the extensive use of aluminum alloys, features of the car include the installation of part-stage icing devices, built-in electric lights, thermometer equipment permitting the reading of inside temperatures from the outside of the car, and door thresholds flush with the top of the floor racks to make trucking operations easier.

The car is equipped with conventional A. A. R. trucks having 5-in. by 9-in. Timken roller bearings applied to existing Andrews-type side frames, and one-wear rolled-steel wheels mounted on special machined-end full A. A. R. axles. Sleeve-head brake beams are used with Universal brake-beam safety supports and the A. A. R. strap-type bottom-rod supports riveted to the spring planks. The spring groups are A. A. R. with Cardwell-Westinghouse Type A snubbers.

The center sill is a box girder formed by two 15-in. by 40-lb. channels and ⅜-in. by 15-in. top and bottom plates. The built-up bolsters are 5/16-in. webs

***Above*—Car interior showing aluminum superstructure and all-welded steel underframe. *Right*—Arrangement of car insulation**

with ⅜-in. by 21-in. bottom tie plates and ⅜-in. by 14-in. top cover plates; the cross bearers are 5/16-in. webs with ⅜-in. top and bottom cover plates. A cast-steel bolster center filler is used with rear draft lug and built-up welded-type strikers. The end sills are of 5/16-in. by 3½-in. by 6-in. aluminum alloy. All underframe parts are assembled by welding.

Cardwell-Westinghouse Type NY-11-E draft gears are installed. The couplers are A. A. R. 6¼-in. by 8-in. Type E equipped with Standard Railway Equipment uncoupling devices of the rotary bottom-operating type.

Principal Dimensions and Weights of the Fruit Growers Express Company's Experimental Refrigerator Car

Builder	Fruit Growers Express Company
Read number	F.G.E.X. 40000
Date built	Oct. 14, 1946
Capacity, lb.	80,000
Load limit, lb.	85,000
Lightweight, lb.	50,600
Length, ft.-in.:	
Over strikers	42— 5/16
Over end sills	41— 1/2
Over running boards	42— 7 3/8
Between truck centers	30—10
Inside, with bulkhead adjusted	37— 4
Inside, with bunker icing	33— 2 3/4
Inside, between end linings	39—10 7/8
Width, ft.-in.:	
Over side sills	9—6 3/8
At eaves	9—7
Maximum	10—1 3/8
Inside	8—3
Height, ft.-in.:	
Rail to side sill angle	3— 5 1/4
Rail to side plate	12— 6 7/16
Rail to eaves	12— 9 23/32
Rail to top of running board	13— 7 27/32
Rail to top of floor racks	4—10 11/16
Top of floor to ceiling	7—10 1/2
Top of floor racks to ceiling	7— 3
Capacity, cu. ft.:	
At 33 ft. 2¾ in.	1,987
At 37 ft. 4 in.	2,233
Capacity, bunker ice, lb.:	
With chunk ice	9,600
With crushed ice	10,600

Superstructure

Aluminum alloy shapes developed in cooperation with and supplied by the Reynolds Metals Company are used throughout the superstructure. The car sides of aluminum alloy consist of 5/16-in. by 3½-in. by 6-in. side sills, extruded round outside-contour side plates, extruded Z-section door posts, extruded flanged U-shaped side posts, extruded W-section corner posts and ⅛-in. side sheets. The side sheets are butted together at the posts and are riveted to the posts with aluminum rivets after aluminum foil, .005 in. thick, has been applied between the sheets and the posts. All metal contact surfaces are coated with zinc chromate primer paint before assembly.

The aluminum-alloy ends are of the Dreadnaught two-section design with a ¼-in. bottom section and a 5/16-in. top section having aluminum brackets in the corrugations for the wood end-filler collar bolts. The ends are riveted to the end sills and the corner posts with aluminum rivets.

A Murphy roof of aluminum alloy is applied. It is made of .072-in. intermediate sheets, .125-in. hatch and adjacent hatch sheets with .188-in. aluminum seam caps and .125-in. aluminum running board saddles. The hatch frames of 3/16-in. aluminum alloy are welded to ¼-in. aluminum-alloy carlines. The roof is riveted to the side plates and ends with Huck ⅜-in. aluminum rivets, and ⅜-in. aluminum button-head rivets hold the seam caps to the roof sheets. All metal contact surfaces are painted with zinc chromate primer and taped with Chromseal before assembly.

Insulation

Two layers of the American Hair & Felt Co.'s 2-in. Streamlite Hairinsul blankets cover the entire length of the car bottom and extend a short distance up the side and end walls. The top layer has a heavy coating of waterproofing compound.

Side and end wall insulation consists of one 1½-in. layer and one 2-in. layer of Gustin-Bacon's Ultralite with Sisal-

kraft paper on one side. The layers, laid with the non-papered surfaces together, are applied as blankets extending from the door post on one side of the car completely around the end to the door post on the opposite side and fitted between the two layers of floor insulation and the two layers of roof insulation. The latter is the same as the side insulation except that both layers of Ultralite are 2 in. thick.

Car Interior

The 13/16-in. wood sub-flooring is laid on wood stringers to which are bolted floor insulation stringers. Over the sub-flooring is laid a plywood top floor of Super-Harbord spline-jointed fir, nailed to the floor insulation stringers and covered with special Mule-Hide waterproof floor covering consisting of one layer of 36-lb. smooth paper cemented to the plywood floor and overlaid with 90-lb. quartz-surfaced paper cemented to the 36-lb. paper. The floor racks of fir stringer construction with slats of 7/8-in. by 3¾-in. white oak have the lower edges scalloped for cross air circulation. They are hinged at the side walls and are furnished with hinged supports and brackets so they can be held in a vertical position while the car is cleaned.

Except at the bunkers the side walls are sheets of 3/8-in. Super-Harbord shiplapped fir plywood nailed to the wood base boards, wood belt rails and the wood side plates. One-inch thick vertical cleat spacers on approximately 22-in. centers act as backing for the side lining wearing surface of 9/16-in. spline-jointed fir plywood. This construction provides a 1-in. side wall flue extending from the underside of the floor racks to within 2⅜-in. of the ceiling. The entire length of the lower side walls is protected with treated canvas duck, 36 in. wide, extending from the lower belt rail to under-the-floor insulation cleats and coated with waterproofing compound at the floor line.

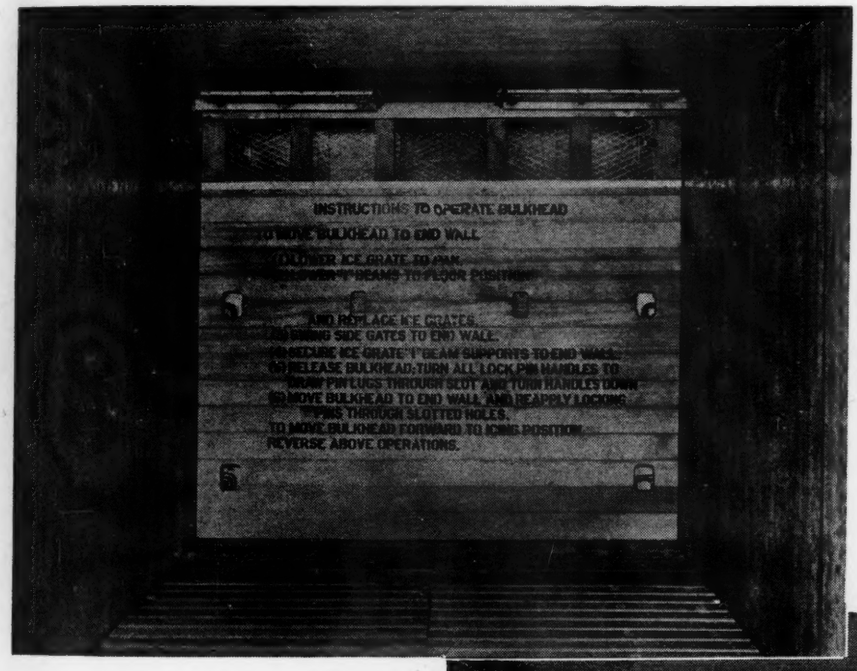
The end walls are covered with 25/32-in. t. & g. horizontal lining. The 36-in. treated canvas duck used in the side walls is also used in the end walls. The ceiling is 3/8-in. ship-lapped fir plywood nailed to transverse insulation cleats bolted to the wood carlines through the insulation. The wood carlines, above the roof insulation, are held in place by pockets secured to the shelf of the special extruded aluminum-alloy side plates.

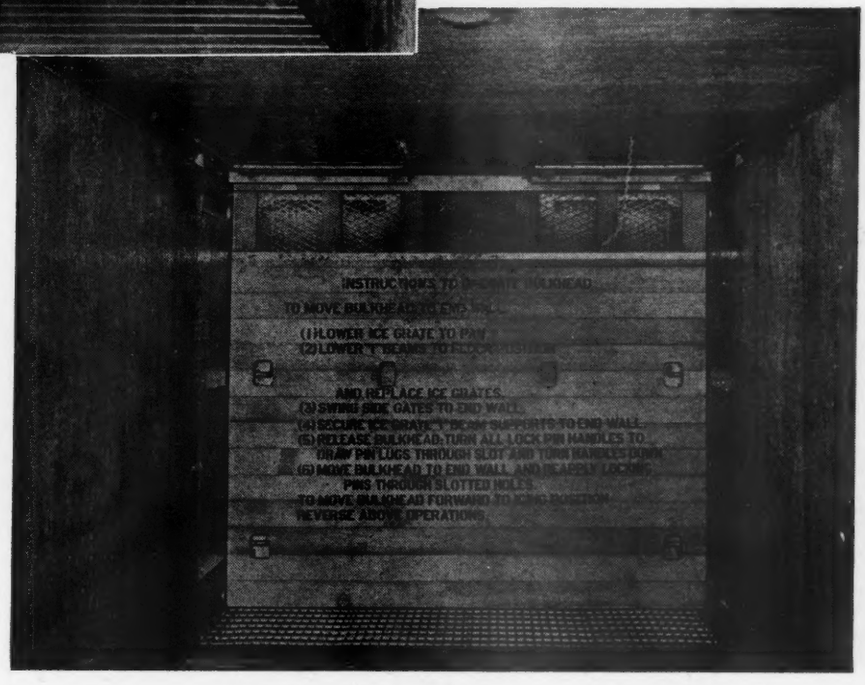
The doors have the same construction as the walls, with 1/8-in. outside aluminum alloy sheets and 1-in. inside flues. The door thresholds are flush with the top of the floor racks to facilitate loading and unloading the car. The door seals are the air cushioned type with rabbeted threshold, posts, stiles and headers. Miner door fixtures are used.

Adjustable Ice Bunkers

Developed by the Fruit Growers Express Company, the adjustable ice bunkers have full- and half-stage ice-grate beam supports which act as struts between the car ends and the bulkheads when the bulkheads are in position for icing and are raised against the end walls to act as stops when the bulkheads are nested to increase the car lading space at one or both ends of the car. One set of metal ice grates and ice-grate beams is used for any of three levels: floor level, full bunker icing, and half-stage icing. At floor level the ice grates are flush with the top of the car floor racks.

Bulkheads operating on rollers in depressed side wall tracks may be locked in the ice bunker position or in the extended loading position. When the bulkheads are nested at the end for increased loading length, the ice grates





***Left*—The bulkhead in position for bunker icing. *Below*—The bulkhead shown moved to the end wall to give maximum lading space**

Partial List of Materials and Equipment on the Fruit Growers Express Company's Refrigerator Car

Aluminum alloys	Reynolds Metals Company, Louisville, Ky.
Roller bearings	Timken Roller Bearing Company, Canton, Ohio
Draft gear; truck snubbers	Cardwell Westinghouse Company, Chicago
Uncoupling device	Standard Railway Equipment Manufacturing Company, Chicago
Air brakes	Westinghouse Air Brake Company, Wilmerding, Pa.
Hand brakes	Ajax-Consolidated Company, Chicago
Brake steps	Apex Railway Products Company, Chicago
Brake-beam safety support	Grip Nut Company, Chicago
Brake-pipe anchors	Gustin-Bacon Manufacturing Company, Kansas City, Mo.
Ends and roof	Standard Railway Equipment Company, Chicago
Insulation:	
Floor	American Hair & Felt Co., Chicago
Side, end, and roof	Gustin-Bacon Manufacturing Company, Kansas City, Mo.
Top floor	Harbor Plywood Corporation, Hoquiam, Wash.
Floor covering	Lehon Company, Chicago
Lining, side walls and ceiling	Harbor Plywood Corporation, Hoquiam, Wash.
Ice bunkers, adjustable	Fruit Growers Express Company, Washington, D. C.
Hatch plugs	Equipment Specialties Division, Union Asbestos & Rubber Co., Chicago
Door fixtures	W. H. Miner, Inc., Chicago
Sealing compound (blower housings)	Parr Paint & Color Co., Cleveland, Ohio
Circulating fans	Preco Incorporated, Los Angeles, Calif.
Ceiling lights	Safety Car Heating & Lighting Co., New York
Lacquer	E. I. du Pont de Nemours & Co., Wilmington, Del.

are lowered to the floor position, and their hinged supports and the hinged side-wall screens are swung against the end walls. As this is done, the hatch closures, consisting of metal pans with rubber gasket weather strips, move to cover the underside of most of the hatch openings, allowing space only for ventilation, if required. The bulkhead does not extend below the top of the floor racks. Ice pans are of ⅛-in. aluminum alloy with well traps and covers of .102-in. aluminum alloy.

One-piece aluminum-alloy hatches with beveled top surfaces for hatch-plug gaskets are supplied. The hatch covers and plugs consist of Equipment Specialties Company's aluminum hatch-plug fixtures with rubber hatch-plug gasket seals.

Fans are used for circulating air through the bottom bulkhead openings, thence up through the ice bunkers and out through the top bulkhead openings into the lading space. They are driven by a spring-controlled rubber wheel contacting a car-wheel tread and they circulate the air up through ice bunkers regardless of the direction of car travel. The fans, extending across the car in seven units, are made by Preco, Inc., with aluminum alloy housings 7½ in. high. Alumilastic mastic sealing compound is applied to the underside of the blower housings before their installation in the car.

Ceiling lights, to facilitate loading or unloading the car at night, are set flush into the ceiling along the centerline of the car about 9 ft. each way from the center of the door opening. They are Safety Car Heating & Lighting Co.'s round-bowl double-prismatic lens lights and are connected to plug-in receptacles outside the car on the crossbearers, one on each side of the car under car-side reporting marks. Flush ceiling type fixtures are used so they will not interfere with the blowing of crushed ice over the lading.

Thermometer equipment consists of thermal recorders located in the ceiling, at the centerline of the car at the door opening, and in the side lining just above the floor racks at the AR and BL door posts. They are set flush with the ceiling and lining to prevent damage from lading or from crushed ice blown over the top of lading. A housing mounted on the outside of the car permits an observer having a special reading instrument to plug in and make a record of the temperatures at the floor and at the ceiling.

The trucks, underframe, brake parts, and safety appliances, are painted standard black. The outside aluminum surfaces of the side sills, side sheets, side plates and ends are specially cleaned and then the sides are polished to a mirror-like finish. One coat of duPont Methacrylate lacquer No. 1234 is applied after polishing and a second coat after stenciling. The entire interior of the car receives two coats of varnish.

The car is equipped with Westinghouse schedule AB-10-12 air brakes and Ajax-Consolidated hand brakes, the latter being made with aluminum alloy brake housings. The Apex Tri-Lok brake steps are also made of aluminum alloy.

The car has been exhibited at most of the principal cities east of the Mississippi river and during this month it is being shown at various points in Florida. After completion of the exhibition tour the car will be placed in regular service.

Coleman to Retire as C. P. R. President

(*Continued from page 182*)

and the interior lakes of British Columbia, water passenger and freight services are operated. The company's hotel system includes 14 hotels in principal Canadian cities and at mountain and seaside resorts, as well as an interest in several other hotels.

Through Canadian Pacific Steamships, the company, before the outbreak of the war in 1939, operated steamship services from Canada to Great Britain and European ports and from Canada to Asiatic ports. The C. P. R. itself operates steamship services on the Bay of Fundy and along the Pacific coast. Other interests include the ownership of over 50 per cent of the common stock of the Consolidated Mining & Smelting Co. of Canada and the ownership and operation of lumber mills and coal mines. In January, 1945, the road leased for exploitation purposes 517,000 acres of oil rights located 100 miles east of the Turner Valley field and 12 miles west of the Princess field in the province of Alberta to the Sun Oil Company of Canada.

At its incorporation in 1881, the company received a land grant from the Dominion government of 25,000,000 acres, of which 6,793,104 were disposed of to the government five years later. As an inducement to construct new mileage, additional acreage was received. Through its colonization and land departments the company has actively promoted the sale of lands and settlement in the four western provinces. Its irrigation work, begun in 1904, has opened up large dry sections to cultivation.

In 1939, 36,754,946 tons of freight were carried by the Canadian Pacific, 30,123,192 tons, or 82 per cent, of which originated on its own lines. In 1945, the total tonnage had risen to 54,822,012, of which 43,046,751 tons, or 79 per cent, originated on its own lines.

Operating revenues in 1939 totaled $151,280,700, operating expenses were $118,396,387, net operating income was $28,523,819 and net income, after taxes and charges, amounted to $9,782,148, equal, after preferred dividends, to 32 cents on each share of ordinary stock. In 1945, operating revenues were $316,109,358, operating expenses were $258,121,827, net operating income was $36,054,334 and net income was $31,614,162, equal, after preferred dividends, to $1.98 on each share of ordinary stock.

"Conscience Money".—The Victorian Railways (Australia) have reported that in November a serviceman, who preferred to remain anonymous, had mailed in slightly over £11. "Whilst a member of the services I travelled by rail to various places without paying my fare," confessed the accompanying letter. "Please accept my apologies for any inconvenience I have caused the department."

L. & N. Builds Long Concrete Trestle

Replaces existing 11,602-ft. timber approach to Ohio river crossing at Henderson, Ky., with a new structure of precast piles and slabs

THE Louisville & Nashville is engaged in the construction of a single-track, ballasted-deck trestle of precast concrete-pile-and-slab design, which is of unusual length and involves a number of interesting construction features. The new structure is 11,626 ft. long and, when placed in service, will form the major part of the Indiana approach to the company's important bridge over the Ohio river at Henderson, Ky., replacing a timber trestle of about the same length, now in need of extensive general repairs. The project is being carried out at a cost of more than $1,470,000 by the forces of the road's bridge and building department.

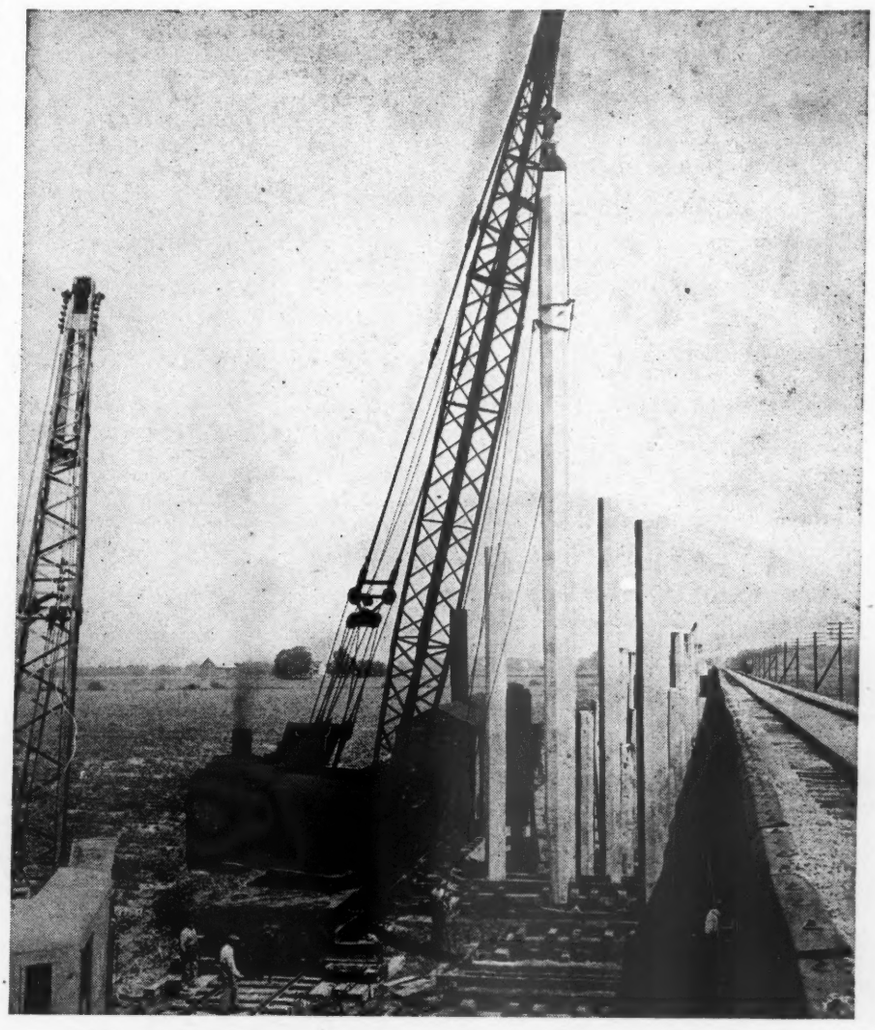
The Henderson bridge is located at the intersection of two important traffic routes, namely, the Chicago & Eastern Illinois—Louisville & Nashville route between Chicago and the South, and the L. & N. line between St. Louis, Mo., and Louisville, Ky., and carries all of the traffic moving over both routes. In addition, it provides for the river crossing of Illinois Central freight trains between Decatur, Ill., and Hopkinsville, Ky. Because of these movements, which at times have involved as many as 70 trains a day, this structure is of the greatest importance from a traffic standpoint. Likewise, as one of only three railroad crossings over the lower Ohio river between Louisville and the mouth of the river at Cairo, Ill., the bridge has great strategic importance. A major disaster at any one of these bridges would impose a serious burden upon the others, and would require extensive rerouting of traffic, a factor which was given due consideration by the War Production Board in approving the start of the new approach trestle during the recent war.

The present bridge at Henderson is the second to be constructed at this point. The first crossing was completed in 1885 and, after nearly 50 years' service, was replaced in 1932 by the present structure, which was designed for the loads imposed by modern equipment. This bridge, which is located an average of 90 ft. downstream from the older bridge, is a noteworthy structure of the high-level type, with a clear height of 82 ft. above the normal pool stage of the river—a type of construction made necessary by the annual floods, which at times have reached extreme crests. The main river crossing, 3,162 ft. in length, consists of five through-truss spans of the Warren type over the channel, two deck-girder shore spans on the Kentucky side, and one deck-truss shore span on the Indiana side, all supported on concrete piers.

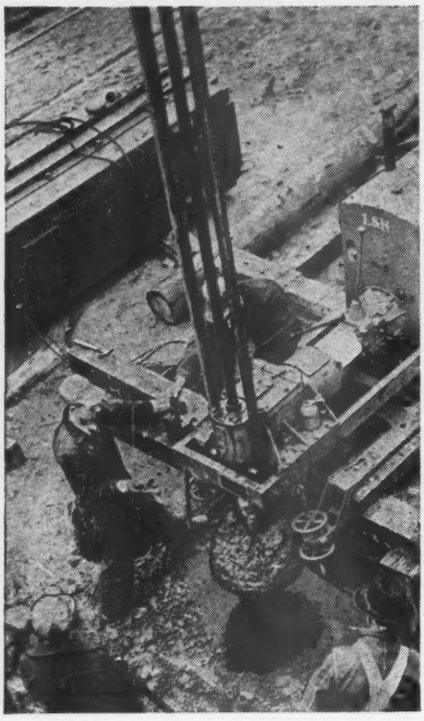
Long Approaches

Because of the high level of the main crossing, the approaches are unsually long, particularly on the Indiana side where more than three miles of flat bottom-land are crossed. Originally the Indiana approach was a long, ballasted-deck, timber trestle. In the 1932 project, to meet the alinement of the new bridge on the Indiana side, 5,507 ft. of new approach was built immediately north of the bridge, consisting of 57 deck-girder spans of varying lengths supported on concrete piers. This section of the approach is largely on a curve, and is entirely on a grade increasing from zero per cent at the north end to 0.86 per cent directly at the bridge, rising a total of 42.7 ft. in its length.

At the time of the bridge renewal in



Lowering one of the piles into the starting hole in preparation for driving. The present timber trestle is shown at the right



1932 the Indiana approach trestle was in a relatively sound condition and its retirement was not warranted during the serious economic depression then existing. For this reason, approximately 11,000 ft. of it was retained in service, and only the south 5,507 ft. was replaced.

The work now being carried out continues the 1932 program and was, in fact, provided for at that time by locating the north end of the new section of steel viaduct 18 ft. west of, and nearly parallel with, the old timber trestle. To bring these together temporarily required the construction of 783 ft. of timber trestle in a reverse curve.

The New Trestle

During the years that have intervened since this arrangement was set up, the old trestle section deteriorated considerably and under the heavy traffic of war-time became weakened to the point where it was necessary to place a 25-m.p.h. slow order over it. Moreover, it was considered to be a serious fire hazard. Because of this condition and the strategic importance of the crossing, and because the extensive repairs necessary would have involved the use of a large amount of critical timber and would have delayed the movement of war freight, if done under traffic, the War Production Board in March, 1945, authorized the construction of a new concrete trestle. Work was begun shortly thereafter.

The trestle now being built will be entirely on tangent, except for a short 30-min. curve at its south end where it joins the section of steel viaduct, and will parallel the old timber structure. Its grade will be level throughout, except that, again at the south end, a short vertical curve will be introduced to meet a new grade of 0.33 per cent at the viaduct. Along the level section, the base of rail will be at Elevation 381.3, which is 43 ft. above the river's normal pool stage and equal to the height of the flood of January, 1937, the greatest ever experienced on the Ohio. Throughout its length, the deck of the trestle will be at an average height of 20 ft. above the ground, and at its north end it will join an existing embankment which has been widened to permit shifting the track to meet the new alinement. The trestle is designed for Cooper's E-72 loading under 1941 specifications of the American Railway Engineering Association.

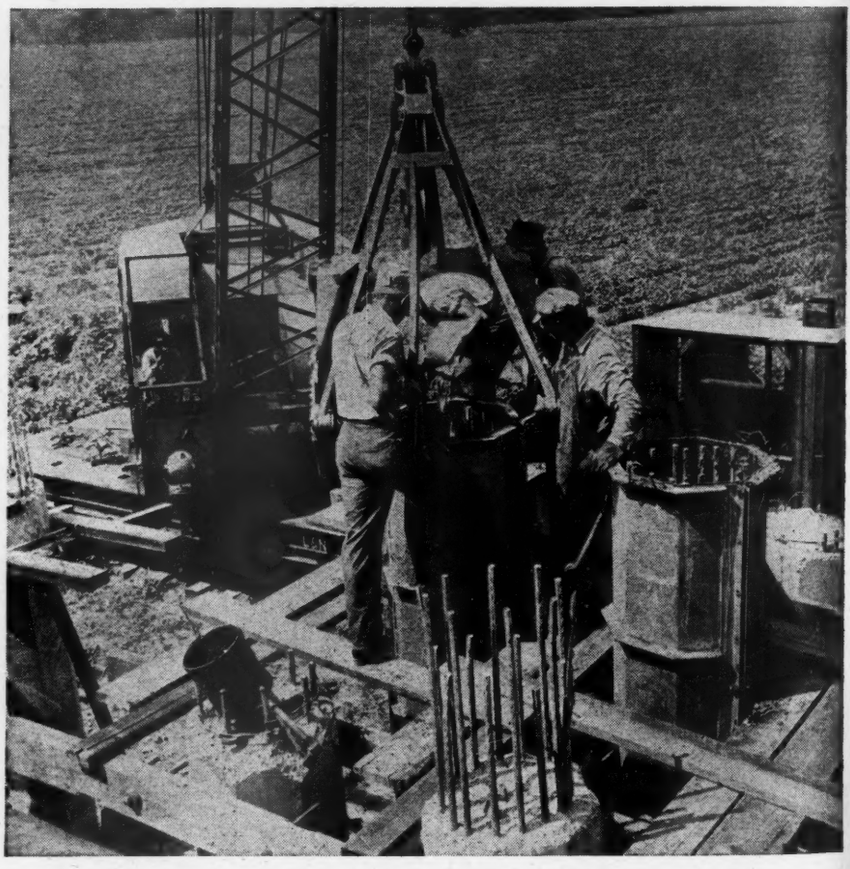
The completed trestle will consist of 628 spans. Of these, 626 spans are to be grouped into six-span sections, with two of the sections having one additional span each. The intermediate bents in each section will be comprised of three piles each, while those at the ends of the sections will be double bents incorporating two rows of three piles each. All of the spans will be 18 ft. long, except the end spans of each section which will be 19 ft. 4⅜ in. in length. The two remaining spans are to be 29 ft. long and will be located at points where the trestle passes over county roads. These roadway spans will be supported at each end on double bents.

A 2½-ft. slab walkway with a pipe safety railing will extend along the west side of the trestle, and motor-car set-off slabs at approximately 1,000-ft. intervals are to be located on this side, supported at each outside corner by an additional pile.

Precast Piles

A total of 2,224 reinforced-concrete piles are being required in the project. These are being precast 10 miles from the trestle site and delivered by work train. The piles, of 24-in. octagonal section, are 45 to 55 ft. long and in each bent are being driven on 4-ft. 8-in. centers. To insure that all piles are driven plumb, a 12-ft. deep starting hole is pre-bored at the proper location, using a 22-in. earth drill. The piles are set

Left—Pre-boring the starting holes for a single bent, using a Buda 22-in. earth drill. Below—Showing how piles that have been driven beyond the cut-off level are built up in the field



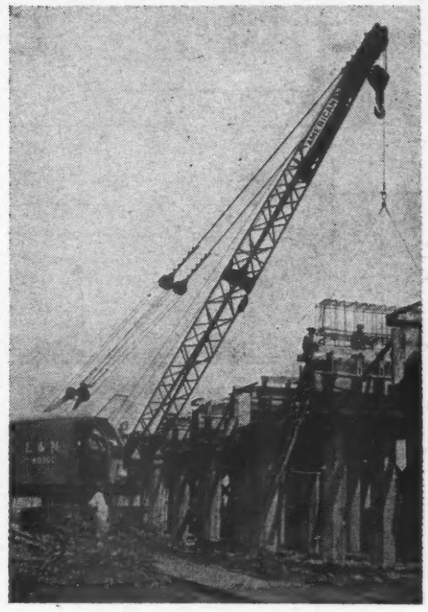
in these holes with a crane, after which they are driven with a steam hammer with a 14,000-lb. ram. The hammer is supported by a 60-ton locomotive crane and is held in line with the pile by angle guides. Each pile is driven to refusal or to the point where 10 blows of the hammer are required to gain a penetration of 1 in. The amount of penetration has usually varied from 25 to 35 ft. The supporting material is sand with a small amount of clay or fine gravel.

After driving, the piles are cut off to the proper height for capping by means of a paving breaker, leaving at least 2 ft. 8 in. of exposed reinforcing steel above the cut-off point in all piles of the double bents, and in the two outside piles of the single bents. In certain cases where the piles are driven too deep for normal capping, they are built up in the field. Where this is necessary at the single bents, the concrete is stripped at the top of the pile and extension reinforcing steel is welded on, following which a short section of pile form is bolted in position and the additional concrete placed. At the double bents, the reinforcing is not welded, and the concrete is stripped so as to permit lapping the additional bars 40 diameters in the concrete extension.

Constructing the Caps

The caps are cast in place, using several sets of knock-down wood forms, which can be readily assembled in position on the piles and later moved to other bents. Reinforcing steel for the caps is assembled in advance and is set into the forms as a unit, not only speeding this phase of the work, but also reducing the danger of accident by eliminating a large amount of high-level work.

On the single bents, the caps are 3 ft. 4 in. wide, 12 ft. 8 in. long, and 4 ft. deep, with the tops recessed slightly to hold the deck slabs in position laterally. The deck slabs are laid on these caps with their ends ⅛ in. clear, on a ¼-in. bed of Embeco. Paraffin and building paper are placed between the slabs and the Embeco at the expansion end of each span. The caps of the double bents are widened to 7 ft. 4 in., and here the slabs of adjacent spans are set with a 2-ft. 9-in. gap between their ends.



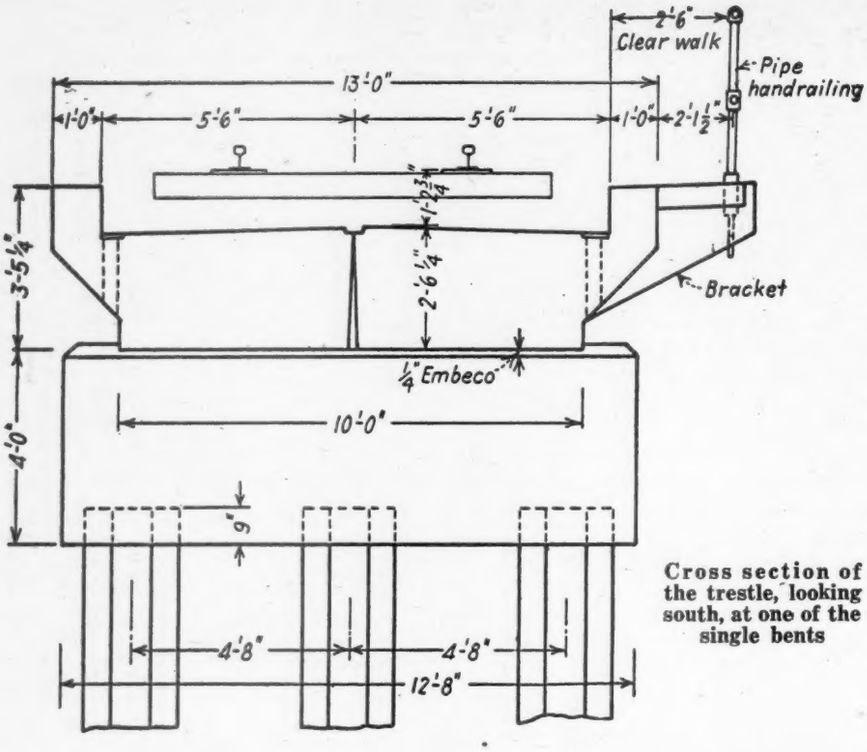
Reinforcing steel for each of the caps is assembled in advance and set into position as a unit

Above—Finishing the top surface of a cap, the concrete for which has just been placed
Below—Setting one of the deck slabs into position with a 60-ton locomotive crane

In preparing the caps for the double bents, some of the reinforcing is extended above the surface of the cap and into the space between the slabs. After the slabs are in place, the intervening space is filled with concrete, forming a stop, by means of which longitudinal forces are transmitted to the piles. The caps at the motor-car set-offs are lengthened to 21 ft. 5 in. to extend out over the additional piles supporting each set-off slab.

Slabs Precast

The deck slabs, like the piles, are precast and are delivered to the site by work trains. These slabs are 5 ft. wide at the base, 6 ft. 6 in. wide at the top, and are a minimum of 2 ft. 5 in. thick. When assembled in pairs, they form a deck 11 ft. wide, flanked by ballast curbs 1 ft. high, which drains to weep-holes at the sides. Two concrete brackets on the outside of each of the west half-sections, cast integral with the slab, support the walkway. The half-sections, each of which weighs approximately 10 tons, are easily handled into position by a 60-ton locomotive



Cross section of the trestle, looking south, at one of the single bents

crane. As each successive pair of slabs is set in place, the joints between the twin slabs and at the ends are covered with creosoted planks sealed with Arco Sealit.

The walkway slabs are precast in 9-ft. lengths and fit snugly into the supporting brackets, being held longitudinally by the posts of the safety railing, which extend through prepared holes in the slabs to anchorage in the brackets.

A full 15-in. section of stone ballast will support the track structure, which will have creosoted ties spaced on 22-in. centers. The rail will be of 131-lb. section laid on double-shoulder tie plates, and will be fully spiked and well anchored with anti-creepers.

When the new concrete trestle, on which the work is being progressed from the north, nears completion, a temporary timber trestle will be built to carry traffic around the present junction with the existing viaduct. Then, after the new structure is placed in service, the old trestle and the temporary trestle will be removed.

To facilitate the erection operations, a construction track was built along the entire west side of the new trestle early in the work, with several side tracks to permit the storage of equipment and cars of material. It is to this track that the precast piles and slabs are delivered by work trains, to be unloaded immediately adjacent to the points of their ultimate use.

A force of as many as 60 men and a large amount of work equipment are being employed on the trestle project. Included in the latter are two American Diesel 30-ton locomotive cranes and one 60-ton steam locomotive crane; a ½-cu. yd. concrete mixer; a Buda rigid-head, platform-type earth drill; a McKiernan-Terry S-14 steam pile-driving hammer; and a stationary boiler, mounted on a flat car, for use with the pile driver.

Precasting Yard

The precasting yard, which is located at Howell, Ind., 10 miles north of the trestle, forms an important part of the project. This yard is laid out with concrete foundations, on which the forms for the piles and slabs are assembled. These foundations are located so as to be convenient to the several tracks and driveways which serve all parts of the yard.

Steel forms are used for the pile casting, while those for the slabs are of wood. A sufficient number of forms are available for casting 27 piles and 8 complete adjacent slabs at one time, and ample storage space is provided for the finished piles and slabs at one end of the yard.

In casting the slabs, it is the practice to pour alternate half-sections first and, after these have set, to remove the end forms and pour the intervening sections, thus obtaining a perfect fit at the end joints. Each slab section is then numbered and later assembled in the trestle in proper sequence.

A feature of the equipment at the casting yard is the Heltzel batching plant, using bulk cement, which has an electric conveyor for moving the cement from cars to the storage bin. Other units include a 7½-ton Northwest gasoline crawler crane, which is used to handle the aggregates, and two steam locomotive cranes, one an Orton 30-ton coal-fired unit and the other a Link-Belt 25-ton oil burner, which are used in handling the completed piles and slabs. Delivery of the concrete to the forms is by means of two 3½-cu. yd. Ford transit-mix trucks. Several smaller units of equipment, including a Jackson vibrator, are also in use at the yard.

At the trestle site, the concrete for capping and building up the piles is mixed by a stationary mixer and is delivered to the forms in concrete buckets handled by a crane. However, the transit-mix trucks at the casting yard have been used to deliver concrete to the field at times when conditions permit. When this has been necessary, the concrete from the mixing trucks has been discharged into a clamshell bucket for delivery to the forms.

Labor Camp

When permission to proceed with the trestle work was received from the War Production Board, it was planned that the project would be carried out under contract, but because of the critical labor shortage prevailing among contractors' forces at the time, it was decided to construct the trestle with the forces of the road's bridge and building department. This necessitated the construction of a labor camp for housing the workers, many of whom had to be brought from remote points on the line.

The camp has two dormitory buildings, with a combined capacity of 100 men, and a smaller utility building, all of the semi-permanent type. Both dormitories contain adequate sleeping space and toilet and shower facilities, but in addition, one houses complete kitchen and dining room facilities, while the other contains the offices and quarters for the engineering staff engaged on the project.

The work of renewing the Henderson bridge approach trestle is being carried out under the general direction of C. H. Blackman, chief engineer of the L. & N., and J. C. Nichol, bridge engineer, both with headquarters at Louisville. J. W. Hoyt, resident engineer, and T. Clause, supervisor of bridges and buildings, are in immediate charge of the work at the construction site.

A PACIFIER.—The London Midland & Scottish has come up with a booklet it is hoped will soothe the ruffled nerves of travelers. Entitled "The L. M. S. Answers Your Questions," the booklet answers such queries as: Why are trains delayed; why are trains which are frequently late not re-timed in keeping with actual running time; why not run more trains and avoid overcrowding; why are cars not so clean or in such good condition as they were before the war?

Freight Traffic in 1944 Was 89.1 Per Cent of "Potential"

WASHINGTON, D. C.

THE CLASS I railroads in 1944 failed by 187,294,000 tons to maintain their 1928 position as carriers of freight originating from production in this country, as compared with 154,348,000 tons in 1943, 213,738,000 tons in 1942, and 291,873,000 tons in 1941, according to the latest study of "Fluctuations in Railway Freight Traffic Compared with Production," which has been issued by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The study, issued for the first time since 1942, shows that, based on the 1928 set-up as 100, the 1944 ratio of actual railway tons to "potential" railway tons was 89.1 per cent, as compared with 90.8 per cent for 1943, 87.2 per cent for 1942 and 81.2 per cent for 1941.

The study (Statement No. 4625) was prepared by E. S. Hobbs, senior statistical analyst; it is similar to the previous ones, that covering 1941 data having been reviewed in *Railway Age* of September 12, 1942, page 414. It includes indices, based on 1928 as 100, of production, potential railway tonnage and actual railway tonnage. Potential tonnage is the amount the railroads would have carried each year if they had been maintaining their 1928 position. Against this potential tonnage, the actual traffic is set up, and the differences between the two measure the railroad losses.

"Potential Railway Tons"

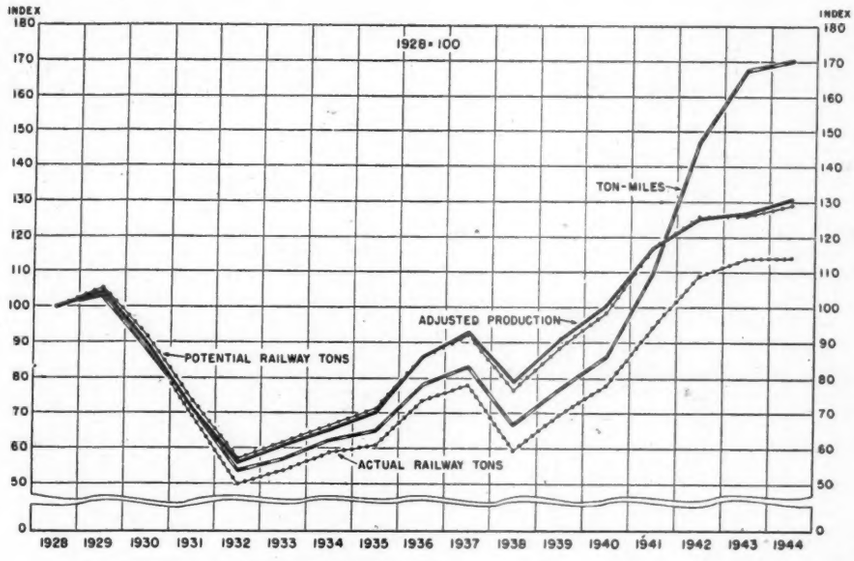
"The term 'potential railway tons' . . . includes in each year the same proportion of the total production as obtained in the year 1928," Mr. Hobbs noted in an explanation of the study. "Any excess of the potential railway tons over the actual railway tons represents a loss that may have resulted in part from a shift of traffic to competing forms of transport and in part from industrial adjustments which reduce the need for transportation, such as the relocation of a factory at the source of the raw material used. On the other hand, the railway traffic position relative to 1928 traffic and production may have improved to such an extent that it actually shows a gain in lieu of a loss in the case of some commodity classes."

According to the study, the Class I roads carried 46.8 per cent of the country's 1928 production, whereas they handled only 40.5 per cent of the 1944 output. The latter compares with figures of 41.5 per cent in 1943, 40.2 per cent in 1942 and 37.2 per cent in 1941.

Data by commodity classifications show that the 1944 production index for products of agriculture was 114, the index for Class I railroad tonnage being 121.1. In 1928, the Class I roads carried 39 per cent of the agricultural production, as compared with 32.1 per cent in 1944, 31.9 per cent in 1943 and 25.7 per cent in 1942. The 1944 production index for animals and products was 136.7, the index of railroad tonnage 98.8. The proportion of this production hauled by railroad dropped from 72.8 per cent in 1928 to 37.1 per cent in 1940 but rose again to 52.6 per cent in 1944.

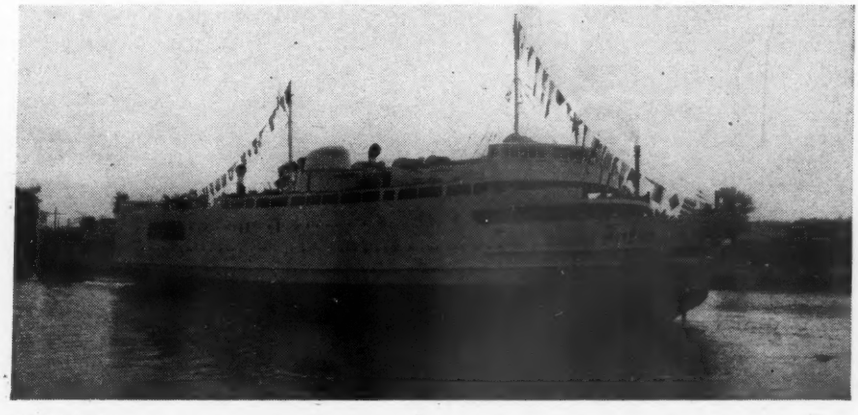
Production of products of mines in 1944 was 120.4 per cent of the 1928 output, and railroad traffic in that category was 112.4 per cent of the 1928 business. In other words, the Class I roads received a haul on 51.2 per cent of the 1928 mineral output, whereas in 1944 they hauled only 47.9 per cent. The 1944 index for products of forests was 95.2, and the index of railway tonnage was 81.5 per cent. Railroads in 1944 hauled 28.3 per cent of the production as compared with 30.8 per cent in the base year.

The 1944 output of commodities embraced in the manufactures and miscellaneous group was 178.9 per cent of the 1928 production, while the railroad-tonnage index was 136.9 per cent, as compared with 131.6 per cent in 1943, 119.8 per cent in 1942 and 107.4 per cent in 1941. Class I roads handled only 35 per cent of the 1944 production, as compared with 37 per cent in 1943 and 43.2 per cent in 1928.



Commodity production and railroad tons and ton-miles compared

* * *



C. N. R. Photo

World's largest ice-breaking car ferry, to enter service in 1947 between Cape Tormentine, N. B., and Port Borden, P. E. I.

GENERAL NEWS

R. R. Young Outlines Program for 1947

Coast-to-coast railroad system and $100 million yearly advertising proposed

A three-point program for 1947 has been disclosed by Robert R. Young, chairman of the Chesapeake & Ohio and controlling figure in Alleghany Corporation, according to a copyrighted article in the January 13 issue of Advertising Age. The three goals toward which Mr. Young expects to work this year, according to this source, are:

1. Definite organization of a new "stockholder-controlled association to combat the 'moribund' Association of American Railroads and the 'banker combinations' which control its members," the formation of which was proposed at the time the three railroads in the C. & O. group announced their intention to withdraw from the A.A.R.

2. Acquisition of control of the Pullman Company.

3. "Assumption of control of both eastern and western roads," connecting with the C. & O. and New York, Chicago & St. Louis, to form "the first single coast-to-coast system."

These plans, according to the article, "would alter and revitalize" the entire railroad system of the country, removing it from "the domination of the 'Washington politicians' and the big bankers," and returning the properties "into the hands of their 5,000,000 stockholders." Mr. Young, the article continued, "repeatedly has damned" J. P. Morgan & Co. and Kuhn, Loeb & Co. and "the Mellon interests" as "having bled and paralyzed the railroads for more than half a century."

More Details February 24—Plans for the new "nationwide association" of railroad security holders will be announced by Mr. Young February 24, the article went on to say, following the "first mailing" on January 15 to enlist stockholders "in his fight against the A.A.R. and its 132 Class I member roads." His mailing list, it was explained, includes more than 1,000,000 railroad security holders.

The new organization will start off with $225,000 to meet expenses, the Advertising Age said, this being described as the amount the C. & O. roads have been paying annually into the A.A.R. Following the opening moves toward its establishment, the article explained, Mr. Young "will publish for these security holders and for editors and other 'opinion leaders' a monthly magazine on what the stockholders can do to break this [banker] domination, to squeeze the 'water' out of the roads, and make them profitable again." "In recent years, two or three times as much has been spent in 'log rolling' and 'sand pumping' as in helping to make the railroads operate efficiently," Mr. Young is quoted as saying.

Within a year, said the article, he expects the new railroad stockholder group "will be able to guide government railroad policies." Already, as a result of the C. & O.'s recent "public relations" advertising in the newspapers—including the "rolling tenement" and "a hog can do it but you can't" advertisements—Mr. Young believes, says the article, that "we have more influence than all the other railroads combined."

The advertising periodical then continues:

"Merely to say that the railroads are under-promoted, he contends, is exaggeration in the extreme. The Association of American Railroads is still delighted with 'the miracle of the flanged wheel on the steel rail,' he says, which is about the same 'as if the automobile industry were devoting its promotion today primarily to boasting of the horse and buggy. In advertising and public relations, the railroads have made virtually no progress since 1830.'

"All the railroads together, he estimates, are now spending only $6 or $7 million annually in advertising, or 'hardly more than one toothpaste manufacturer.'

"By the example and stimulus of the new association and of his own roads, Mr. Young intends to see to it that the railroads advertise and merchandise aggressively, in proportion to their size and opportunities, with a combined annual expenditure of $100,000,000."

Coast-to-Coast Plan—Mr. Young's plan for a railroad system extending from the Atlantic to the Pacific is, according to the article, "to acquire control of the Lackawanna from New York to Buffalo, connecting with the Nickel Plate to Chicago and St. Louis," together with "the Missouri Pacific to Denver, Denver & Rio Grande to Salt Lake City, and Western Pacific to San Francisco." From Washington, D. C., it adds, he would "use" the C. & O. to Cincinnati, the Big Four thence to St. Louis, and the same three western roads beyond the Mississippi river.

"But this system, also, might be only the start of things," continues the article. "He divulged to Advertising Age that an eastern 'possibility' is the New York Central, in which the Vanderbilt family is still the largest private stockholding group with about 10 per cent of its 6,500,000 shares. Harold S. Vanderbilt, current head of the family, is a close personal friend. Western 'possibilities' include even the Union Pacific, long dominated by the Harrimans, and the Rock Island."

(*Continued on page 197*)

Turning Point Near in Box Car Shortage

Kendall tells shippers relief will be slow; Parkes urges business unity

The reported shortage of approximately 23,000 box cars a day, although probably inflated by duplication of orders for cars, has confronted rail shippers with the worst situation in over twenty years, Warren C. Kendall, chairman of the Car Service division of the Association of American Railroads, said on January 9 in a press conference at the Biltmore Hotel, New York, held during the twenty-third annual meeting of the Atlantic States Shippers Advisory Board.

The turning point in the supply of box cars is expected to occur later this month, Mr. Kendall added, but the relief to shippers will not be immediate. Despite the shortage, which can be eliminated only by the manufacture of additional equipment and closer supervision of car movements by railroad management, the railroads are handling about 90 per cent of the available business.

Although the railroads now own about 1,750,000 freight cars, he said, there is need for approximately 125,000 more cars to handle the current demand. Most urgently needed are 100,000 box cars and 15,000 refrigerator cars.

In November the average turn-around time for freight cars was 13.7 days, Mr. Kendall said, but this figure may show a slight increase in December and January because the snow and cold weather of winter are certain to involve delays in the rail yards. One day's saving in average turn-around time, he explained, is equivalent to a gain of 100,000 cars.

New Shippers Board Officers—During the business session of the shippers organization, R. F. Hogan, traffic manager of the Warner Company, Philadelphia, Pa., was elected president to succeed J. A. Quinlan. H. H. Pratt, general traffic manager of the Crucible Steel Company of America, New York, was elected first vice-president. W. W. Weller, eastern traffic zone manager of Weyerhauser Sales Company, Newark, N. J.; R. E. Covey, traffic manager, Sylvania division, American Viscose Corporation, Fredericksburg, Va.; and D. B. Crotsley, secretary, Mid-Town Warehouse, Inc., New York, were elected, respectively, second vice-president, general secretary and sergeant-at-arms.

Henry G. Elwell, chairman of the freight car efficiency committees, told the morning session of the meeting that many of the committees are working harder than dur-

ing the war, but cooperation from shippers in general is far less constructive than it was before V-J Day. He cited as evidence the fact that average unloading efficiency in the board's territory had dropped to 81.5 per cent during the last quarter of 1946, compared with 85.5 per cent in the fourth quarter of 1945 and 87.5 per cent in the fourth quarter of the previous year. The average for all of 1946 was 85.5 per cent.

Mr. Kendall, in his remarks to the morning session, said that in the final 22 weeks of last year 8,399,294 box cars were loaded by Class I railroads, an increase of 647,904 cars, or 8.4 per cent, over the comparable period of 1945. The current loading of box cars is at a high level—the highest since records have been available — and from present indications it appears that the demand for maximum use will continue for the "foreseeable period." This performance, he said, is all the more remarkable because there are now about 10,000 less box cars available than there were a year ago.

The railroads have given ample evidence that they are preparing to meet the increasing requirements for transportation, Mr. Kendall continued, by reporting a greater number of cars on order than at any time since April, 1942. The current reports of outstanding orders account for about 65,000 freight cars and 575 locomotives of all types. In addition, the number of inactive freight cars awaiting repairs is now about 4 per cent and still on the downtrend. During pre-war years, he said, 6 per cent was considered a favorable figure.

Mr. Kendall told the meeting of a rumor that the Office of Defense Transportation was to go out of existence on January 31. A motion was approved to send letters to President Truman, R. V. Fletcher, president of the A.A.R., and the chairmen of the appropriate Senate and House committees, asking that every effort be made to obtain the appropriation of money necessary to maintain the O.D.T.

A forecast by the commodity committees of the board estimated that total carloadings in its territory during the first quarter of this year would be 81,463 cars, or 13.6 per cent, higher than in the first three months of 1946. Increases were forecast for loadings of 28 commodities, the largest being a gain of 320.8 per cent in non-citrus fresh fruits. Carloadings of hay, straw and alfalfa, it was estimated, would decline by 22.5 per cent, while carloadings of flour, meal and other mill products would decline by 5.3 per cent.

Holcombe Parkes, vice-president in charge of public relations of the National Association of Manufacturers, speaking at a luncheon sponsored jointly by the shippers and the Traffic Club of New York, said that American business, in order to realize its opportunity for growth and prosperity, must achieve and express a greater unity of objectives.

Prosperity Ahead — If — It is the N.A.M.'s considered belief, Mr. Parkes said, "that we in America are about to enter upon an era of greatly widening prosperity and that a period of encouraging progress lies ahead of us if only we, individually and collectively, prove ourselves worthy of it by exhibiting some good old fashioned common sense.

"One of the greatest responsibilities that we must accept if we want to be sure that the place we go to from here is to our liking," Mr. Parkes continued, "is that of true leadership. In this respect, business and businessmen today have the greatest opportunity in all the history of our nation. A second and related responsibility is that of exhibiting true statesmanship in our handling of every situation that arises from here on. This means, in simple terms, individual capacity always to put the public good above selfish interest or temporary advantage. A third responsibility, one that applies with special force to businessmen, is that of establishing and maintaining unity. For without unity not only of all business as such, but also of the various segments of business, there will be little chance to demonstrate business statesmanship and less chance to provide the leadership that is truly the hope of the whole world today.

"If someone were to ask me to name the greatest and most obvious—and most dangerous—weakness of business in this country today, I would be compelled to say its lack of unity. That is what the enemies of business—the outright communists, the collectivists and all the rest of the hoard who would remake America—trade on. How they chuckle at our disunity! How they gloat at every little evidence of disagreement, every quarrel between segments of the business community, no matter how trivial!

Another business responsibility mentioned by Mr. Parkes "is the only one that will make leadership, statesmanship and unity truly effective. I refer to the pressing necessity for business to become more articulate. Business does not—and cannot—live in a vacuum. This is a democracy. The people are king. They decide every issue. Therefore, they must be told, over and over again, what business is providing in the way of leadership, what it is practicing that is for the good of all. And this means, in the final analysis, that every businessman in the nation must do his part of the telling, individually, collectively and everlastingly. There is no alternative to this tremendous responsibility."

Mars Light Installed on All A. C. L. Passenger Trains

The Atlantic Coast Line has announced that all of its passenger trains are now equipped with the Mars oscillating light as an added safeguard against rear-end collisions. The announcement stated that as far as the railroad is able to determine the A.C.L. is the first road in the country to completely equip all of its passenger trains with this device.

The light is portably mounted on the rear of the train so that it can be put in operation by one of the train crew whenever a stop is made or when the train is in danger of being overtaken by another train. The flick of a switch activates a powerful red beam which oscillates in a sweeping figure-eight motion. A similar light is utilized on Atlantic Coast Line Diesel-electric locomotives to protect the front of the train and to serve as an advance warning to approaching trains, and is in addition to the fixed white beam of the headlight.

Visibility factors of the new light are variable and depend on both the weather and curvature of the track, but tests indicate the signal is visible at least four miles on tangent track. It is also reported that under favorable conditions the light can be seen for about 10 miles. Installation of this added safeguard does not replace any other safety measure already in effect, nor does it relieve engine and train crews from their responsibilities of complying with all operating rules.

Bruce Joins Research Group

A. W. Bruce, who recently retired as director of locomotive engineering, steam, of the American Locomotive Company, has been appointed assistant director of research for the Steam Locomotive Research Institute.

Rail Fans Make Santa Fe Trip

Aboard a special train of the Atchison, Topeka & Santa Fe, approximately 125 southern California railroad enthusiasts and amateur photographers participated in a two-day sightseeing and "shooting" trip on December 28-29, 1946, along the branch line between Ash Fork, Ariz., and Phoenix.

The special train, "Holiday in Arizona," said to be the first of its type ever to run to this particular territory, visited Granite dells, Skull mountain and other sights of the Arizona mining country. Prizes will be awarded photographers for the best pictures taken during the trip.

Canadian Roads Must Give Data to Rate Increase Opponents

The Canadian Transport Board has ordered the Canadian railroads to make available to representatives of seven of the country's five provinces a variety of financial and operating data which those provinces have been seeking, over railroad opposition, in connection with their fight against authorization of a 30 per cent freight rate increase. Meanwhile it developed in Ottawa that the Canadian wartime Prices Board (equivalent to the O.P.A. in the United States) would not relinquish price control over freight rates at this time, so that final jurisdiction in the rate case will remain in that body rather than in the Transport Board, which has set hearings on the railroads' application for February.

R. R. Engineering Teacher Dies

Everett G. Young, professor of railway mechanical engineering at the University of Illinois, Urbana, Ill., died at his home in that city on January 10, following a long illness. He had been associated continuously with the university since 1927, when he became research professor of railway engineering.

He was the author of magazine articles, textbook material, and professional papers, reports and bulletins. He had been active in the work of various railroad clubs and associations, and served for a number of years on the committee for further development of steam locomotives of the Mechanical division, Association of American Railroads. Prior to joining the university faculty, Professor Young had taught rail-

way mechanical engineering in Chinese engineering colleges. He later became assistant to the mechanical adviser of the Chinese Government Railway.

He was born on June 19, 1888, at Geneseo, Ill., and was educated at the University of Kansas and the University of Illinois. Professor Young began his career as a research assistant at the University of Illinois in 1914, and from 1916 to 1919 he was a calculator and estimator for the American Locomotive Company. In the latter years he went to China, where he remained until 1927, when he returned to the University of Illinois.

Say Railroads' Service Won't Improve Like Truckers'

There will be fewer freight cars this year than last year no matter what occurs, Colonel J. Monroe Johnson, director of the Office of Defense Transportation, told members of the National Council of Farmer Cooperatives at their 18th annual convention, which was held January 6 to 10, inclusive, at the Edgewater Beach hotel, Chicago.

Colonel Johnson said that the potential productive capacity of America is entirely unknown. Emphasizing his belief that the scarcity of cars cannot be remedied in 1947, he told the farm group that transportation isn't an expense to agriculture, but that the "scarcity of transportation" is. He pointed out that the number of freight cars built in December, 1946, was far less than the 5,000 to 7,000 cars required monthly merely to maintain the *status quo*. He reiterated his praise of the railroads for their accomplishments despite these shortages.

H. H. Rathbun, president of the Dairymen's League Cooperative Association, New York, said that he held little hope that rail transportation will improve in 1947. He declared, however, that motor truck transportation will be in much better condition despite crippling strikes. "There are a great many new trucks coming into use, plus the addition of army surplus vehicles, and the tire situation has greatly improved," Mr. Rathbun stated. "There are some who will not agree, perhaps, but I believe that motor transportation will be a much bigger factor in the years ahead than it has in the past."

The speaker pointed out that Congress has appropriated $1½ billion for new roads and highways which, he said, will "give motor transportation a tremendous boost." He cited the new super-highway between New York City and Buffalo, N. Y., as the type of improvement which would "give added impetus to motor shipments and help clear away much of the congestion that has existed."

Mr. Rathbun said that air transportation continues to grow, and "is something that we should watch." Air carriers which a few years ago were charging as high as 70 cents a ton-mile are now charging as low as 15 cents, he stated. He added that "we can expect a trend toward this type of shipment."

Mr. Rathbun stressed the importance of traffic management of "executive caliber," declaring that a "traffic department, well-manned and trained, pays for its cost a dozen times over." He said that management sometimes fails to give proper importance to a traffic department because it doesn't show profits. Its value comes from savings, he added.

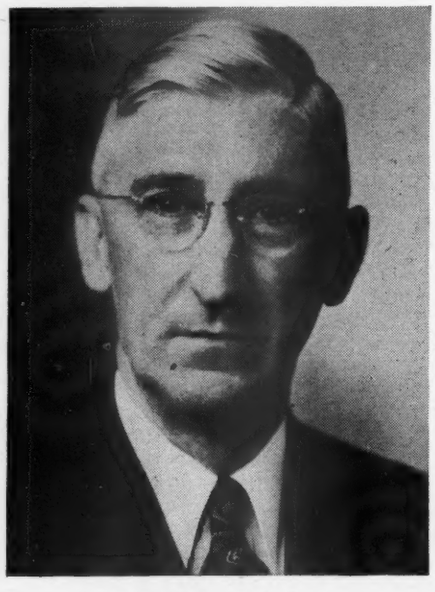
The speaker declared that there is a need for transportation men who "know what they are talking about" to prevent inequality on freight charges. In support of this contention, he said that in 1945 agricultural products accounted for 11.3 per cent of the total freight carried by railroads, yet the agricultural freight bill was 14.7 per cent of the total freight revenue.

"In the years ahead, we will face many transportation problems—both old and new ones," the speaker declared. "We have the need for adjustments in class rates; more uniform classification of freight for all types of carriers; more equitable adjustment of rates for long haul and short haul services. All too many phases of our transportation system just grew up like Topsy, and it is time that they were made more equitable and standard."

R. F. & P.'s Chief Engineer Heads Civil Engineers

Edgar M. Hastings, chief engineer of the Richmond, Fredericksburg & Potomac, with headquarters at Richmond, Va., was inducted into the office of president of the American Society of Civil Engineers for 1947 at the 94th annual meeting of the society in New York January 15. Mr. Hastings was nominated for the presidency at the quarterly meeting of the society's directors on October 14, 1946, as was reported in *Railway Age* for October 26. Mr. Hastings has been an active member of the organization since 1910.

The annual meeting, which was held January 15 to 18, inclusive, was attended by about 2,000 civil engineers, representing some 65 sections of the society. Among the papers presented at the meeting was "Evaluation and Coordination of Transportation," by John W. Wheeler, executive assistant to president of the Chicago, Burlington & Quincy. J. B. Akers, chief engineer of the Southern, participated in a symposium on clearance problems involved in the crossing of a water traffic route by a land traffic route, discussing the subject from the railroad viewpoint.



Edgar M. Hastings

With Mr. Hastings two new vice-presidents were introduced: Gail A. Hathaway, special assistant to the chief of engineers, United States Army, Washington, D. C., and Ralph B. Wiley, head of the civil engineering school at Purdue University. New directors were introduced as follows: Harland C. Woods, senior civilian engineer in the district office of the United States Engineer Department, Buffalo, N. Y.; Roy W. Crum, director of the Highway Research Board, National Research Council, Washington, D. C.; Lewis M. Gram, who recently retired as chairman of the University of Michigan's civil engineering department; Samuel A. Greeley, Chicago consulting engineer; Daniel V. Terrell, dean of the College of Engineering and director of the Engineering Experiment Station at the University of Kentucky; Walden L. Malony, consulting engineer of Spokane, Wash.; and David L. Erickson, city engineer of Lincoln, Neb.

Mr. Hastings, who has spent his entire professional life in railroad engineering, was born in Lutherville, Md., on May 5, 1882, and was educated at Baltimore City College and Baltimore Polytechnic Institute, Baltimore, Md. He entered railroad service in 1889 during his summer vacation as a member of survey parties on the Baltimore & Ohio. In 1902 he served as a rodman and instrumentman with the B. & O. In December, 1903, Mr. Hastings started his long career with the R. F. & P. as an instrumentman and inspector on location and construction. In 1906 he was advanced to resident engineer and in 1920 he became principal assistant engineer. In 1922 he was made chief engineer of the road, which position he holds today.

Mr. Hastings was elected an associate member of A. S. C. E. in 1910, and became a full member in 1922. He has had a number of committee assignments during his membership, but has been particularly active in connection with student chapter work. He has also served the Virginia section of the society as its president and is a member of the executive committee of the engineering economics division of the national society. He was vice-president of the American Railway Engineering Association from 1937 to 1939 and president during the year 1939-1940. He has been chairman of the committee on standardization, and a member of the committees on yards and terminals and on cooperative relations with universities. Mr. Hastings was chairman of the Engineering division of the Association of American Railroads in the year 1939-1940 and was chairman of its research committee during the same period.

Passenger Group Elects Officers

At the annual meeting of the General Eastern Passenger Association of New York held recently, the following officers were elected: president, F. H. Rainey, general passenger agent, Hudson River Day Line; vice-president, L. J. Irvin, assistant general passenger agent, Florida East Coast; treasurer, G. V. McArt, general agent, passenger department, Southern Pa-

fic; secretary, J. V. Fagan, general stern passenger agent, Norfolk & Western; assistant secretary, C. P. Brady, general agent, passenger department, Chicago, Rock Island & Pacific.

Carleton Resigns as President of Hudson & Manhattan

Robert A. W. Carleton announced on nuary 13 his resignation as president, airman and director of the Hudson & anhattan. Ferdinand J. Sieghardt and sa W. Jennings, directors, also have resigned.

Mr. Carleton issued the following statement: "During the nine-month period hich has ensued since the election of the resent board of directors, a plan was orked out in cooperation with the operting management of the railroad, which in y opinion and that of other directors is ared to carry out the program proposed the time of our election in a manner ost beneficial to the stockholders and mployees alike. The success of this plan quires the unified support of stockholders, anagement and employees. I have beme convinced that such support is not rthcoming from the directorate of the ilroad.

"In the past I have invested heavily in e stock and bonds of the Hudson & Manttan and at the present time I personally ve large holdings in the company. Under e circumstances I did not see how I uld fairly and justly represent myself, e other bondholders and stockholders or e employees from whom I have received ery cooperation during my tenure."

Katy Plans Credit Card System

The Missouri-Kansas-Texas will soon fer a complete credit card system to the aveling public, according to newspaper dvertisements released by the Katy this eek. The plan will provide for complete credit to qualified credit card holders, ayable monthly, the advertisements stated, ot only for railroad tickets but for service in Katy dining cars. Other features f the plan will include the acceptance of the personal checks of credit card holders, the acceptance of telephone orders and free delivery of tickets by employees of the railroad.

"This is another step toward realizing the Katy's long sought goal to provide new services and conveniences for the public beyond anything heretofore offered in the transportation industry," Donald V. Fraser, president, stated. "The Katy's plan is designed to create new interest and further simplify travel by rail service. We hope to announce the scope and effective date of our plan within the near future."

Freight Car Loadings

Carloading figures for the week ended January 11 were not available when this issue went to press.

Loading of revenue freight for the week ended January 4 totaled 687,428 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, January 4

District	1947	1946	1945
Eastern	132,190	126,560	122,921
Allegheny	149,155	139,810	145,587
Pocahontas	55,935	45,484	50,197
Southern	117,080	107,779	113,277
Northwestern	72,826	74,826	72,483
Central Western	110,955	104,196	112,632
Southwestern	49,287	54,323	66,301
Total Western Districts	233,068	233,345	251,416
Total All Roads	687,428	652,978	683,398
Commodities:			
Grain and grain products	44,673	43,941	39,563
Livestock	14,365	20,908	15,349
Coal	167,751	145,730	149,091
Coke	13,635	12,815	12,988
Forest products	32,891	26,273	31,145
Ore	10,588	9,168	9,873
Merchandise l.c.l.	97,536	97,786	89,364
Miscellaneous	305,989	296,357	336,025
January 4	687,428	652,978	683,398
December 28		627,967	505,977
December 21		836,181	687,845
December 14		828,787	771,594
December 7		729,084	776,376

In Canada.—Car loadings for the week ended January 4 totaled 50,455 cars, as compared with 48,205 cars for the previous week and 50,700 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 4, 1947	50,455	29,056
January 5, 1946	50,700	27,939

Ohio Valley Advisory Board Elects New Officers

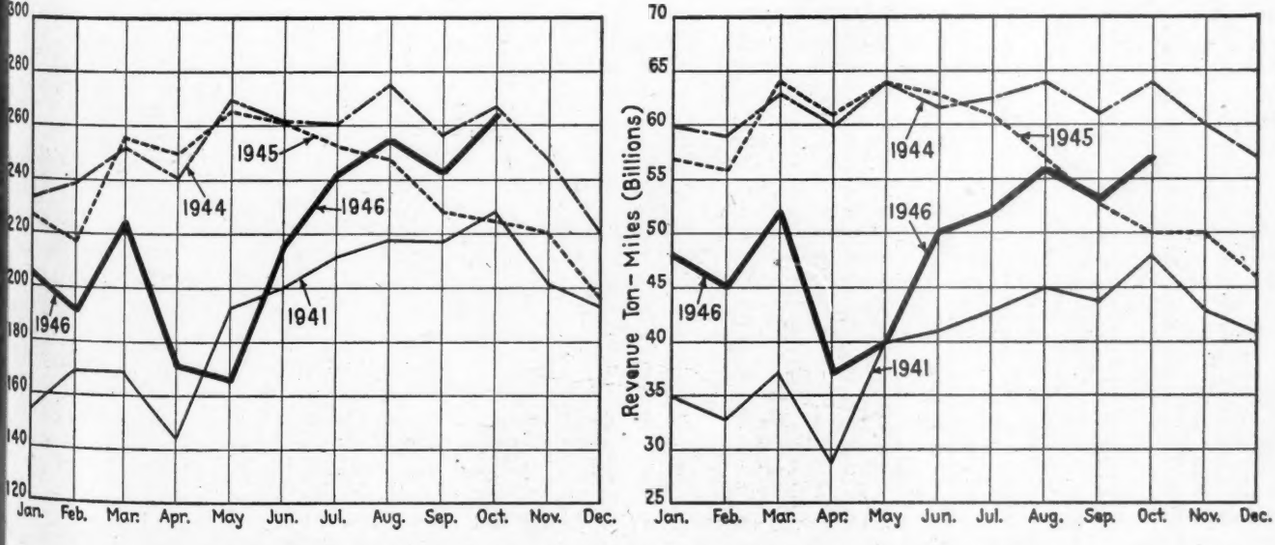
S. C. Higgins, secretary and traffic manager of the New River Coal Operators Association, Mount Hope, W. Va., was elected general chairman of the Ohio Valley Transportation Advisory Board, at its 23rd annual and 80th regular meeting, held on January 8 at the Gibson Hotel, Cincinnati, Ohio.

Other new officers are: alternate chairman, J. P. Haynes, manager, traffic department, Board of Trade, Louisville, Ky.; chairman, executive committee, E. C. Perkins, manager of sales, Appalachian Coals, Inc., Cincinnati; vice-chairman, executive committee, Freeman Bradford, traffic manager, Board of Trade, Indianapolis, Ind.; and general secretary, C. W. Memke, traffic manager, Edwards Manufacturing Company, Cincinnati, who was re-elected.

Sees Need for Legislation of Bulwinkle-Bill Type

Discussing the legislative program confronting the new Congress, the Chamber of Commerce of the United States said, in the January 3 issue of its "Business Action" report, that "one of the most important measures relating to transportation will be that to authorize transportation companies to continue the practice of entering into agreements reached through conferences on rate and service proposals." The statement went on to point out that legislation along this line has been sponsored by Representative Bulwinkle, Democrat of North Carolina, in an endeavor "to meet the situation created by a Justice Department contention in federal court that such rate making was monopolistic and should be outlawed."

"The public interest," the chamber continued, "will not be served if the present



Revenue Tons and Revenue Ton-Miles—1946 Compared with 1941, 1944 and 1945

uncertainty continues . . . . The railroads for many years have used the conference method to arrive at concerted proposals and rate changes and also proposals regarding service. Since enactment of the Motor Carrier Act in 1935, motor carriers have followed similar procedure."

Establish Annual Award in the Malleable Iron Industry

Establishment of an honorary award known as the Charles H. McCrea Medal, to be given annually to the individual rendering most meritorious service to the malleable iron industry, has been announced by the Malleable Founders Society. The medal is presented by the National Malleable & Steel Castings Co., in memory of its late president, a director of the society from 1939 until his death in 1946.

The recipient will be chosen each year by a committee of five members of the society, with the president as chairman, and presentation will be made at the annual meeting in June. The purpose of the award, according to the society, is "to encourage and stimulate individual effort in the progress and development of the arts and sciences practiced in the production of malleable iron castings." No restriction is placed upon the field of endeavor within the industry beyond rendering meritorious service. Candidates must be employed by a member company of the society or by its staff.

Air Line Buys Refrigerated Trailers for Perishables

To insure garden-fresh delivery of perishables, the United Air Lines has reported the purchase of five mobile trailer-refrigerator units, which can be backed to the cargo door of a plane for loading and unloading.

The units are designed for special ground-handling of perishable air-freight shipments and will be utilized at key points along United's coast-to-coast and Pacific coast routes, the company stated. Temperature controls of the trailers—containing 1,325 cu. ft. of storage space—are automatically adjustable to keep any desired temperature from 0 to 50 deg. F.

The air line has reported that similar temperature-control facilities have been built into its specially-designed fleet of cargo planes. Refrigerated "walk-in" boxes, each with a capacity of 620 cu. ft., are being installed at many of its air-freight terminals, the line stated.

American University Announces Rail Transport Institute

The second annual Rail Transportation Institute, offered by the American University, Washington, D. C., in conjunction with the Association of American Railroads, will be conducted at the university from March 4 to April 2 under the direction of Dr. L. M. Homberger. The institute, as the university's announcement put it, is aimed to "meet the needs of young men and women who wish to grow into executive positions in the railroad field."

It has been organized along lines similar to the 1946 institute. A full-day curriculum, including lecture and discussion periods, field studies of transportation facilities and visits to government agencies, is planned in order to present an "over-all view" of the transportation industry, and to "broaden the students' understanding of . . . general railroad problems by relating the activities of . . . individual railroad departments to a pattern of efficient transportation service."

The program also includes lectures and discussions of basic rail transportation problems, in addition to courses in traffic, operation, regulation and rate making, legal and financial problems, fundamentals of railroad economics, statistics and cost finding, maintenance of way and equipment and new technical developments in the railroad field. A further sequence of studies will cover the competition faced by the railroad industtry.

Finally, a series of evening meetings will be addressed by persons prominent in the transport field, including R. V. Fletcher, president of the A. A. R.; Colonel J. Monroe Johnson, director of the Office of Defense Transportation; Colonel Alvin M. Barber; manager, transportation department, United States Chamber of Commerce; and E. F. Lacey, executive secretary, National Industrial Traffic League.

The announcement suggested that students for the institute may be selected by their respective companies, or may apply for admission by submitting information with respect to their educational background or practical experience. No specific previous education is required to attend the institute and each student who successfully completes the course will receive a certificate from the university.

The tuition for the institute will be $125 and veterans may participate under the provisions of Public Law 346, the so-called GI bill of rights. Application for admission and information requests should be directed to Dr. Homberger, the American University, School of Social Science and Public Affairs, 1901 F street, N. W., Washington 6, D. C. Registrations must be filed by February 24.

A. A. R. Member Roads Will Meet at Chicago January 31

Member roads of the Association of American Railroads will meet at the Congress Hotel, Chicago, on January 31. The session will be preceded on the 30th by a meeting of the association's board of directors.

Johns-Manville Expands Its Research Facilities

Construction of the second and main unit of a research center near Bound Brook, N. J., has been started by the Johns-Manville Corporation, according to Dr. C. F. Rassweiler, vice-president for research and development. The first unit, a product development laboratory and 10 experimental factories in one building 572 ft. long and 135 ft. wide, is nearing com-

A total of 34,800 hp. was concentrated recently at the new locomotive test shop of the Electro-Motive Division, General Motors Corporation, at La Grange, Ill. The locomotives are four 6,000-hp. units of the Atchison, Topeka & Santa Fe and four 2,700-hp. units of the National of Mexico

pletion and will be in use in the early part of 1947. It was started in September, 1945.

The second unit consists of a three story research building, 350 ft. long and 67 ft. wide, and a mechanical and service building 288 by 100 ft. The contract for construction of this unit has been awarded the Turner Construction Company of New York, who also built the first unit. It is planned that ultimately the research center will be a group of five buildings on a 93-acre plot across the Raritan river from the Johns-Manville Plant at Manville, N.J.

New Haven Tests Sperry Train Radio

An experimental installation of space radio communication has been made by the New York, New Haven & Hartford at Hartford, Conn., using equipment produced by the Sperry Gyroscope Company, Great Neck, N. Y. One sending and receiving set is located in the passenger station with a directional antenna on the roof and the other in a switching locomotive. A wire telephone line connects the set in the station with the hump office, 2½ miles from the passenger station. Most of the communication is carried on between the hump and the locomotive. The radio set, mounted outside under the cab of the locomotive, and the locomotive antenna are shown in the illustrations.

Other equipment on the locomotive includes the push-to-talk handset alongside the engineman's position, the loudspeaker overhead, and a 300-watt motor-generator set receiving its power from the locomotive's turbine-generator. The set in the railroad station is identical with the one on the locomotive, but it does not require a motor-generator set since it receives its power from a 117-volt a.c. supply source.

The equipment at the hump office consists of a telephone handset and a loudspeaker, operated by dry batteries. There is no radio equipment at this point. The antenna on the station, which consists of four di-pole units, is mounted 22 ft. above the roof, or 50 ft. above the tracks, and distributes a radio pattern which conforms generally with the arrangement of tracks in the Hartford area.

The main line runs through Hartford from north to south, and the southern terminal limit is at Newington Junction, a little more than 5 miles from the passenger station. The northern limit is about 4 miles distant at the end of the classification yard. The eastern limit is beyond the enginehouse at East Hartford, Conn., about 4 miles from the station; and the other limits are about 2 miles northwest on the line to Griffin, Conn., and 3 miles southeast toward Middletown, Conn. Side tracks extend from all of the lines to various shippers' plants.

The operation of the equipment has proved eminently satisfactory. Its use has, in many ways, saved operating time within the terminal area, and it has been particularly advantageous in improving hump operation in foggy weather when the hump signals could not be seen by the engineman.

R. R. Young Outlines Program for 1947

(*Continued from page 192*)

Mr. Young is receiving — and doing something about—suggestions for improved railroad service. Among others, the article observes, "retiring" Governor Arnall of Georgia offered two that "will be adopted" —namely, "more attractive and legible type for timetables" and "eliminating distortion of maps in timetables and advertising." As a result of these suggestions, it adds, Mr. Young "may send a letter to all the 40,000 listed in Who's Who in America, offering $1,000 and smaller prizes for ideas to improve railroad services."

How I. C. C. Rate Case Delay Affected Railroad Credit

Much, and in some cases all, of the ground gained during the war in the way of improved railroad credit was lost in 1946, according to the report of the Railroad Securities committee of the Investment Bankers Association of America, submitted recently to the organization's annual convention by the committee's chairman, Fairman R. Dick of Dick & Merle-Smith, New York security dealers. For this discouraging development the Interstate Commerce Commission was held to be largely responsible because of the prolonged delay that characterized its disposition of the railroads' application for authority to effect a general increase in freight rates.

"If railroad credit is to be established on a firm and solid foundation, prolonged delays in recognizing the need for relief and in authorizing relief must be avoidel," said the committee chairman in comment on the Ex Parte No. 162 decision permitting a 17.6-per cent increase. "Whatever the difficulties encountered by the commission in reaching its final conclusion, it is beyond question that a serious deterioration in railroad credit took place during the prolonged period of delay."

The investment bankers' report, prepared before the rate decision was announced, said in part:

"Credit has been described as the state of mind of investors anl in the last six months investor confidence has received a profound shock. Railroad equities have suffered a drop in price which could correctly be termed a collapse. Income bonds and junior mortgages have declined in some cases as much as 40 per cent and there are but a handful of roads whose bonds do not reflect a definite impairment in credit as compared with high grade corporates in other fields.

"The developments which are responsible for the decline in railroad credit clearly do not lie in what might be termed the material factors affecting the railroads but in the field of government restrictions on earning power.

"If sound credit conditions are to be restored, investors must be relieved of their fear that the railroads will again drift into a period of lower traffic volume with a rate structure completely out of adjustment to the lower volume. In this connection the record of forecasts by the commission is not reassuring."

The report then compared the commission's expectations as set forth in rate decisions since 1931 with the actual developments, indicating that on more than one

A Sperry sending and receiving set mounted on a New Haven switching locomotive

The antenna mounted on the tender is only 14 inches long, yet two-way communication is maintained

occasion it had been necessary to reverse unfavorable decisions and grant increases that were first denied on the ground that future favorable changes in conditions would take care of the railroads' revenue needs.

The future of railroad credit depends on the application by the commission of principles clearly stated in the so-called Fifteen Per Cent Case of 1931 and in Ex Parte No. 115, decided in 1937, "and apparently forgotten today," the report said in conclusion. But the evidence required of the railroads to demonstrate their need for revenues is comparable, it added, to that required by the poet to prove that a man was intoxicated, viz.:

"He is not drunk who from the floor
Can rise again and drink some more
But he is drunk who prostrate lies
And cannot drink or cannot rise."

Division I Adjustment Board Docket Greatly Reduced

The First division of the National Railroad Adjustment Board has approximately 65 per cent fewer cases yet to be heard this year than it did at the beginning of 1946, statistics released by the board indicate. As of January 11, the board reported 840 cases heard, compared with 2,389 cases pending on the same date last year.

The board had 1,017 fewer cases awaiting decision as of January 11 than it did at the same time last year. The status of the docket as of January 11 compared with the same period last month and last year, is as shown in the table.

		January 11 1947	Same Date: Last Month	Last Year
Cases docketed and their present status:				
Decided		11,128	11,116	10,944
Withdrawn				
After hearings were held	1,622			
Before hearings were held	6,701	8,323	8,317	7,062
Heard, not decided:				
Cases heard	843			
Cases hearings waived	915	1,758	1,554	1,226
Docketed to be heard		749	935	2,308
		21,958	21,922	21,540
Cases awaiting decision:				
Cases heard	843			
Cases hearings waived	915	1,758	1,554	1,226
Docketed, to be heard		749	935	2,308
Cases received, not docketed, to be heard		91	97	81
		2,598	2,586	3,615
Total cases heard and hearings waived		14,508	14,288	13,380
Total cases to be heard		840	1,032	2,389
Total cases deadlocked and awaiting decision		157		
Total cases deadlocked and decided		3,827		
		3,984		

A. N. Williams Hails Railroad-Supply Industry Cooperation

The manufacturer of railway equipment and supplies is an essential part of the railroad industry, A. N. Williams, president of the Union Switch & Signal Co. and the Westinghouse Air Brake Company, remarked in a January 9 address to the Central Railway Club of Buffalo, N. Y.

"Almost every railroad supply manufacturer has an engineering relationship with the railroads which goes far beyond the usual relationship between buyer and seller" he said in part. "The railway supply industry, in general, does much in the development of improved materials and devices which have helped railroad progress greatly and made possible the present high speeds and heavy trains. This is as it should be and represents a sound economic relationship. The railroads are left free to engineer, manufacture and sell the best in transportation; on the other hand the supply industry devotes its energies to the creation and engineering of systems and apparatus required by the railroads to do the job which the experience and training of the railroads qualify them to do. In some cases the actual manufacture of apparatus in a sense is secondary to such engineering, but in practically all cases revenue for the support of continuing development and engineering progress by railroad suppliers can be derived only from the sale of systems and devices.

"Our companies work 'for the railroads', almost exclusively, and in more ways than most people realize are actually working 'on the railroads'. No one railroad or group of railroads could possibly afford to do this development work for themselves in any one field, much less the many fields that touch railroad operation. By reliance on organizations in the railway supply business, the American railroads are able to secure the benefits of expert research and development which results in improved products. Successive developments in the air brake field have made it safer to handle a 150-car train with more than 10,000 tons today than it was to handle a 10-car train with a few hundred tons before air brakes.

"Our companies are designers and engineers as well as suppliers of equipment. They make it possible for the smallest railroad to have the benefit of just as high quality research and development as the very largest systems. The research and development of railway supply manufacturers has proved to be an important factor in greatly increased economy and safety of railway operation and this has proven possible largely because of the cooperative efforts of railway managements.

"We simply cannot afford to make an

* * *

Monon President John W. Barriger receives gold plated reverser lever from C. R. Osborn, vice-president of General Motors Corporation and general manager of the Electro-Motive Division, to mark inauguration of the road's main line Diesel service on January 6

unsound engineering recommendation for the purpose of achieving a temporary sales advantage. If we did so, we would dissipate one of the most valuable assets of our companies, which is the confidence the railroads have extended us in respect for our engineering judgment. As an organization and as individuals, we are proud to be a part of the railroad industry, and we are keenly aware that our fortunes are closely linked with those of the railroads. We feel that our performance in the past has earned us the right to say that we can be depended upon to support the industry to the best of our ability in every possible way."

W. F. Spree Joins British & Irish Offices in N. Y. C.

The appointment of W. F. Spree as assistant general traffic manager in their New York office has been announced by the Associated British and Irish Railways. Prior to World War II, Mr. Spree served

W. F. Spree

as general agent of the Southern Railway of Great Britain in Germany and other countries east of the Rhine. During the war he served on the British-American Planning Committee for the provision of transportation and engineering equipment for the invasion of northwest Europe.

Northwestern University Expands Transportation Courses

What is termed "a revolutionary curriculum for the training of a new type of transportation executive" has just been made available by Northwestern University in its "down town" School of Commerce in Chicago. Offered in the evening, the 16 courses are designed to train individuals for specialized staff executive positions, rather than to provide vocational training for line organization jobs. The faculty of the school believes that there has been an increase in the number and variety of staff positions in the industry during recent years.

Typical of the courses in the curriculum is that designated "Passenger Transportation" attended by men and women already engaged in passenger transportation work, including five executives-in-training of a major intercity bus operating company. The evening curriculum offers the following courses, grouped into three levels—basic, intermediate and advanced: survey of transportation; air transportation; freight traffic management; passenger transportation; freight rates and tariff interpretation; motor transportation; railroad transportation; ocean shipping and foreign trade; current problems in air transportation; rate making and freight rate structures; transportation law; transportation research methods; an independent study course; and a seminar. The course in "Transportation Research Methods," and advanced class in specialized economic research, is said by the university to be offered in no other institution.

Reading Choral Society singing Christmas carols

Fifty employees of the railroad entertained some 50,000 persons at Reading Terminal, Philadelphia, Pa., December 17-24, 1946.

* * *

K. C. S. Subject of Article Series in Newspaper

The Kansas City Southern was featured recently in a series of six newspaper articles in the Pittsburg (Kan.) Headlight and Sun, in which were discussed the road's history, development and operations and its place in the territory it serves.

W. N. Deramus, K. C. S. president, is the subject of one article, while others cover interesting points along the road's lines. The articles were written by Louis Stroup, the paper's managing editor, and have been combined in a pamphlet which the railroad is distributing.

* * *

Canadian National marks century of telegraph service

A list of current publications appears on page 218.

With the Government Agencies

Proposes to Catch Up on Transport Spending

Truman message calls for big outlays; would charge for use of air facilities

"Six years of deferred maintenance and improvement must be made up before the basic post-war needs of motor and water transportation are met," while an expanded airway and airport facilities program is essential if undue hazards in the air are to be avoided and if the development of aviation is to continue without serious technical impediment." Thus did President Truman lead off the "Transportation and Communication" section of the January 10 message with which he transmitted to Congress his proposed budget for the fiscal year ending June 30, 1948.

Favors "Many" Free Services—At the same time Mr. Truman expressed his belief that "a reasonable share of the cost to the federal government of providing subsidized transportation facilities, such as airways, should be recovered." In leading up to that expression, however, he hedged a bit, saying that "while it is not sound public policy to charge for all services of the federal government on a full cost basis, and many services should be provided free, the government should receive adequate compensation for certain services primarily of direct benefit to limited groups."

Previously, Mr. Truman had asserted that public construction in the highway, air transport and river and harbor fields "contributes to the productive capacity and taxpaying ability of the country." As he put it, the federal government policy has always been one of providing "whatever assistance is required to afford private enterprise a chance to prosper." And he went on to recall how the government in the past "granted lands to settlers, gave military protection, and subsidized railroads and highways."

The message continued to list air transport among the country's "new frontiers," which "can be developed only by cooperation of government and private enterprise." Moreover, the President called government expenditures on such "developmental projects" a "good investment," adding that "directly or indirectly the government recovers the cost in the form of either service charges or increased revenue yields to the Treasury."

To Charge Users, But Not Much—Later on the message had more to say about the President's idea that the government should collect something for its services to air transport. "The sharp upward trend in expenditures by the Department of Commerce for civil aviation results from the rapid expansion of the industry," it observed. "Inadequate facilities and services have caused serious congestion and a threat to air safety. The expansion and modernization of the airways system provided in these estimates is essential for the continued progress of the industry and could not be reduced without great risk. As the rapid growth of aviation continues, I believe it is unwise to place the entire burden of expanding, improving, and maintaining the airways upon the general taxpayer. Instead, civil aviation should bear a reasonable share. The Department of Commerce is considering the feasibility of various methods to recover part of the expense from the users."

The budget submitted by the President set out proposed fiscal 1948 appropriations of $37.5 billion and estimated revenues of $37.7 billion, thus indicating a surplus of about $200 million. Proposed appropri-

(*Continued on page 204*)

Budget for Fiscal '48 Submitted to Congress

Proposes usual appropriations for agencies and spending on transport facilities

Proposed appropriations totaling $11,898,000 for the Interstate Commerce Commission, $888,000 for the National Mediation Board and National Railroad Adjustment Board, and $690,723,000 for the Railroad Retirement Board are included in the budget for the fiscal year ending June 30, 1948, which President Truman submitted to Congress on January 10. For the current fiscal year ending next June 30, these agencies, respectively, have received appropriations of $9,621,000, $711,200, and $300,995,000.

(*Continued on page 205*)

Fletcher Raps Budget's Subsidy Proposals

Commenting on President Truman's budget message to Congress, R. V. Fletcher, president of the Association of American Railroads, noted in a January 13 statement that it called for appropriations totaling nearly $800 million for highway and waterway facilities, but nothing for the railroads which transported "more than 90 per cent of the military freight, and more than 97 per cent of the military travel, moved during the late war."

The A. A. R. president hastened to add that the railroads seek no government aid, but he went on to suggest that President Truman's proposal to assess charges for facilities provided for air transport might well be applied also to the inland waterways and "increasingly applied to commercial use of public highways." Judge Fletcher's statement follows:

"In his budget message for 1948, President Truman recommends that nearly $800,000,000 of federal funds be appropriated to make up the war-time 'six years of deferred maintenance and improvement of motor and water transportation' and for the further expansion of 'airway and airport facilities.'

"No appropriation for similar federal aid to make up wartime deferred maintenance and improvement of railroad facilities is suggested in the message, nor is any such aid asked by the railroads. And yet, these railroads transported more than 90 per cent of the military freight, and more than 97 per cent of the military travel, moved during the late war. The other agencies of transport, upon which more public money was spent in the two decades just before the war than the total investment in railroads during more than a century, carried less than 10 per cent of the wartime military freight, and less than 3 per cent of the military travel.

"In his budget message, the President suggests that 'a reasonable share of the cost to the federal government for providing specialized transportation facilities, such as airways, should be recovered.' Such a suggestion that the cost of providing facilities for commercial transportation should not continue to fall entirely on the general taxpayer might be applied as well to government expenses for inland waterways, and might be increasingly applied to the commerical use of public highways.

"In offering this suggestion, I am aware that it will be said in reply that present-day aids to such commerical transportation are justified by the policy of federal aid to pioneer railroads through land grants and loans. These early aids to railroads applied to less than 10 per cent of the mileage. The loans were repaid with interest, and the value of the land grants was repaid many times over through reduced rates on government traffic moving by rail.

"Is it not about time that the other forms of transportation which are now aided and supported by tax moneys be required to make some repayment?"

946 Capital Outlays otaled $565.5 Million

ncrease of $16 million above 1945 expenditures due to equipment buying

Capital expenditures of Class I line-haul ilroads in 1946 totaled $565.5 million on e basis of actual outlays for the first nine onths and estimates for the fourth quarter, cording to the latest issue of the "Monthly omment" published by the Bureau of ransport Economics and Statistics of the terstate Commerce Commission. This is 6 million above the reported expenditures r 1945, the rise being the net result of increase of $28.7 million in outlays for uipment and a drop of $12.7 million in e amount spent for fixed facilities.

Actual expenditures for last year's first ne months totaled $373,111,469, of which 12,918,733, or 57.1 per cent, was for uipment and $160,192,736, or 42.9 per nt was for road. These figures were mpiled from reports of 133 roads, while e figures for the fourth quarter were sed on estimates from 128 roads, one of hich did not report on equipment. The urth-quarter estimates indicated that the tal outlay for those three months was 92,363,773, including $125,119,710, or 65 r cent for equipment, and $67,244,063, or per cent, for road.

Three-Fifths for Equipment—The mbined estimated and actual figures for 46 indicate that the $565.5 million of tal expenditures was divided as follows: quipment, $338,038,443, or 59.8 per cent; ad, $227,436,799, or 40.2 per cent. The ported 1945 expenditures totaled $549,-8,976, including $309,356,359, or 56.3 per nt, for equipment and $240,132,617, or 3.7 per cent, for road. Estimates sub-itted by 128 roads for this year's first arter indicate that expenditures in that riod will total $227,993,665, including 75,550,601, or 77 per cent, for equipment d $52,443,064, or 23 per cent, for road. his would be an increase of about $130.4 illion above the reported expenditures for 46's first quarter, the equipment total ing up $125.5 million and that for road 4.9 million.

Another section of the "Comment" sets p comparative data on passenger fatalities railroads and air carriers. These figures ow that during the first half of 1946, ere were 78 passenger fatalities on the ilroads, the rate per hundred million pass-nger-miles being 0.222. During the same eriod, 56 air line passengers were killed, e rate being 2.11 per hundred million assenger-miles. The annual fatality rates e given for the years from 1929 through 45, the best railroad year being 1937 ith its rate of 0.109 fatalities per hundred illion passenger-miles.

In no year shown did the railroad rate dicate as much as one-half fatality per undred million passenger-miles, the worst eport being for 1938 when the rate was 346. Meanwhile, the best air line year as 1939 when the rate was 1.2, while the orst was 1930 with its rate of 28.57. For 1945, the last full year for which figures are shown, the air line rate was 2.17 and compared with 0.155 for the railroads.

Air Line Developments—With further reference to air transportation, the bureau recalled that its January, 1945, report on "Some Aspects of Post-War Air and Surface Transportation" had indicated that the contract carrier "may play an important role in post-war air transport." It proceeded to note how this prediction was borne out when the end of the war brought into being many new air lines which are owned and operated in large part by veterans. Looking over reports on such operations, which have been filed with the Civil Aeronautics Board, the bureau noted that 821 non-scheduled airlines had complied with the recent C. A. B. directive calling for such reports.

Nineteen of the respondents identified themselves as exclusive air-cargo carriers, 541 reported both passenger and cargo services, and the remaining 261 reported passenger operations only. Nine of the 19 exclusive air-freight carriers submitted what the bureau regarded as comparable reports, which "give some very rough indication of the character of present non-certificated operations of exclusive air-freight carriers."

As of November 1, 1946, these 9 companies operated 52 planes, 73 per cent of which were converted C-47's. These planes, built by Douglas Aircraft "and known as 'the workhorse of the Army Air Forces'," are twin-engined ships with a maximum allowable take-off weight of 26,900 lb. Ten Curtiss "Commandos," or C-46's, twin-engine planes with a maximum take-off weight of 45,000 lb. per plane were reported by one of the lines, while the combined fleet of the nine carriers also included three Douglas DC-4's, four-engine planes.

The 9 lines carried approximately 4,-087,450 lb., or 2,044 tons, of air freight during the two-month period prior to the dates of submission of the reports, the dates having varied from carrier to carrier but generally relating to operations between July 1 and September 30, 1946. "The small traffic volume represented by these figures," the bureau warned, "should not be taken as indicative of the total volume of air-cargo transport. The figures, as stated, are only for two months, more or less, and for about half of the non-scheduled exclusive cargo operators. Also, as noted, several hundred non-scheduled operators are engaged in combined freight and passenger operations. Finally, these figures do not include the freight traffic of any of the certificated carriers handling cargo either exclusively or in combination with passenger, mail, or both in regular scheduled certificated service."

In the Red $190 Million—In making the usual analysis of the latest railroad financial reports, the "Comment," like its two immediate predecessors, called attention to the effect of "unusual accounting adjustments, such as federal income tax credits and charges and concurrent tax credits resulting from accelerated amortization of defense projects," on the net railway operating income of the Class I roads in 1945 and 1946. Carrying forward previ-

(*Continued on page 206*)

I.C.C. Issues Report on Water Regulation

Morgan study makes various recommendations on which comment is invited

Interstate Commerce Act amendments, which would rewrite Part III's section 303 to remove the absolute exemptions and leave to the Interstate Commerce Commission the matter of relieving certain water transportation from regulation, are among the recommendations of a 480-page report on "Problems in the Regulation of Domestic Transportation by Water," which the commission has issued in connection with the water-carrier study it launched in April, 1944. The report also recommended that the commission "should direct the preparation of an inventory of the principal water-rail, rail-water, and rail-water-rail differential adjustments, the reasons underlying their maintenance where publicly known, and the routes over which they apply"; and it further found that "no necessity exists at this time for the imposition of a commodities clause in the field of domestic water transportation."

The report was prepared by Dr. C. S. Morgan, chief carrier research analyst, of the commission's Bureau of Transport Economics and Statistics. In issuing it last week, the commission gave the proceeding out of which it came the docket number Ex Parte No. 165; and an accompanying notice from Secretary W. P. Bartel advised interested parties that any exceptions or comments would be received on or before March 1. The Bartel notice further advised that the commission also desired expressions as to the need, "if any," for oral argument.

Suggestions Invited—"Inasmuch as the questions presented are of widespread concern," the notice also said, "the commission recognizes that, prior to the submission of a report with its recommendations to the Congress, it will be in the public interest to permit those having a substantial interest in the issues involved to submit their views with respect to the findings made in the report, and to offer any criticisms or suggestions they may deem helpful."

As indicated above, the report was made pursuant to the commission's April 25, 1944, notice which announced the undertaking of a study, as authorized by section 304 (b), of "the management of the business of water carriers and of the business of persons controlling, controlled by, or under common control with water carriers." (See *Railway Age* of April 29, 1944, page 826.) Along with the report, the commission made public two supplementary documents—"Hours and Wages of Employees of Water Carriers Subject to Jurisdiction of Interstate Commerce Commission," and "Inventory Tables" covering the water carriers under study. The former is statement No. 4629 of the Bureau of Transport Economics and Statistics.

The absolute exemptions for which Dr. Morgan would substitute commission dis-

cretion are now set out in section 303 (h), (c), and (d). They exclude the transportation of commodities in bulk when the cargo space of the vessel is being used for the carrying of not more than three such commodities; and the transportation of liquid commodities in bulk in tank vessel's. Dr. Morgan's idea is to cancel the absolute exemptions and rewrite section 303 (e) in order to bring the transportation involved under the provisions of that section which covers exemptions now left to the discretion of the commission.

No Commodities Clause—Meanwhile, the report also found that section 302 (e), which relates to the furnishing of vessels for water transportation and authorizes the commission to exempt such service from regulation, "should be appropriately amended to clarify the intent of Congress as to the exemption of leasing provided therein." As to section 303 (g) (2), Dr. Morgan recommended amendments "to remove existing ambiguities and for other purposes." This section authorizes the commission to exempt from regulation the operation of "small craft" and ferries, the movement of contractors' equipment to be used in construction or repair work for a water carrier, and the operations of salvors.

It was in view of the foregoing recommendations, and on the basis of his study of available data as to the practices of industrial carriers, that Dr. Morgan found no need for a commodities clause applicable to water carriers. "The divorcement of industries from for-hire transportation which a commodities clause would require," he stid, "would disrupt many transportation services, some large, others small, and some of long standing. The large oil company, engaged primarily in handling its own products, could not handle an occasional tanker load for another oil company or a distributor; industry-owned carriers of ore down the Great Lakes could not move coal back for others; the lumber company that carries its products to the east coast could not transport for outside shippers on return trips. The extensive intermingling of private and for-hire transportation in the operations of industrial carriers has been demonstrated. . . . Well over a tenth of all regulated carriers and over a third of the exempt carriers would be subject to such a provision of the law."

Rate Provisions—Other recommendations are that the act should be made applicable to all port terminal operators performing service for common carriers engaged in interstate transportation; and that section 306 (a) should be amended by adding a sentence "affirmatively providing" that if no joint rate over a through route has been established, water carriers may file with the commission proportional rates applicable to the through transportation. In the latter connection Dr. Morgan also suggested the desirability of making a similar change in section 217 (a) which relates to tariffs of motor carriers.

He would also amend the Consolidated Freight Classification's provision with respect to the assumption of marine-insurance risks by water carriers; transfer a part of the Intercoastal Shipping Act's section 2 to the Interstate Commerce Act; and have consideration given to the desirability of amending section 302 (i) of the Interstate Commerce Act to make the provisions of Part III applicable to transportation in domestic commerce to, from, and between the territories and posessions of the United States.

The report itself is divided in three major parts, embodying in turn detailed discussions of the exemption provisions; the effects of industry control of regulated water carriers and other phases of the management of the business of water carriers; and the effects of the war on the domestic water carrier industry and problems involved in the restoration of services and in the transition of the industry to peace-time conditions.

The first part of the report presents an over-all picture of the industry, showing that of 987 carriers in operation in the 1939-41 period only 359 were subject to commission regulation, while 475 were engaged wholly or in part in exempt operations and 153 were wholly private carriers. The regulated carriers comprised 36.3 per cent of the total; the exempt group, 48.2 per cent; and the wholly private carriers, 15.5 per cent. On the basis of the number of vessels employed, aside from towboats and passenger vessels, the respective percentages were 39.1, 33.4, and 27.5. In terms of capacity, however, the distribution was 30.3 per cent regulated, 55.9 per cent exempt, and 13.8 per cent private.

Railroads' Marine Operations—"In the interest complete coverage," Dr. Morgan included data on the railroads' water carrier operations, which are subject to Part I of the act. There it is shown that during the 1939-41 period, 34 roads were engaged in some marine operations; that they owned a total of 173 towboats and 1,197 other vessels with total capacities for 561,606 tons of cargo and 58,219 passengers. "Nearly half (16) of the 34 carriers," the report said, "used floating equipment only in transferring railroad cars; 6 combined this use wi the performance of lighterage and 4 co bined the two operations with the mo ment of passengers; 2 combined passeng operations and transfer of railroad ca 2 performed lighterage only; 3 transport passengers and their vehicles and 1 tran ported passengers only. The passeng operations were generally of the harb or cross-river ferry type."

Dr. Morgan supported his recommend tion for elimination of the absolute e emptions with a comprehensive discussio of the ramifications of such exemptions a the regulatory problems which they caus In the latter connection he mentioned dif culties of dealing with competitive situ tions where rates of one of the competito are not regulated. Also, the report su gested that some of the exempt carrie might find regulation to their advantage.

"The growing complexity of transpo tation," it said, "makes it difficult for a form of transportation to remain outsi the sweep of regulation. All forms a becoming increasingly competitive, o with the other; on the other hand th have more opportunities to work togeth according to the aptitudes they respective bring to a given transportation situatio The spectacle, for example, of unregulate tankers delivering gasoline and other petr leum products to a regulated pipe line f ultimate delivery by a regulated tru or railroad is incongruous. It is al disturbing to persons who have a r sponsibility for making effective the n tional transportation policy set out in t Interstate Commerce Act, to carriers wh have no defense against unregulated tran portation, and to shippers and sections d pendent on these carriers. Market comp tition, subject to these ramifying and u controlled influences, takes on unpredictab forms. Business cannot be conducted ef ciently on such a basis."

"Advantages" of Regulation—D Morgan's analysis of objections to reg

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French Railroad Men Honored for War Operations

For war-time assistance and cooperation with the American Military Railway Service in solving t rail transportation problem of France during the period of June 6, 1944, to May 8, 1945, 16 Fren railroad men were recently awarded the Medal of Freedom at Paris by the United States Governme Maurice Henry LeMaire, director general of the French National Railroads, is shown receiving o of the presentations from Col. R. S. Browning, chief of transportation, U. S. forces in Europe.

lation for the exempt carriers prompted him to make another reassuring statement. "The . . . analysis . . . . indicates," he said, "that, as frequently has been the case in the past, carriers who have been unregulated, and being unacquainted with the benefits of regulation, oppose regulation, exaggerate its effects, and foresee objectionable consequences that do not materialize. Regulation necessarily involves compromises with what the individual carrier would like to do if left alone, but the advantages of group action and the opportunity regulation affords to plan and develop a business with greater assurance soon are found to outweigh the advantages ascribed to uncontrolled competition or of informal joint action as a means of obtaining some of the advantages of regulation."

Part II of the report was that which led to the finding that there is no need for a commodities clause applicable to water carriers. Here again Dr. Morgan developed his thesis in comprehensive fashion, suggesting that the removal of the exemptions, as he recommended, would be a sufficiently effective alternative, and preferable, to a commodities clause. "The cogent reasons hereinbefore offered for the removal of the 'bulk' exemptions, subject to administrative discretion," he said, "are fortified by the present analysis of the conditions created by the industrial carrier. Resort to regulation would effect much less disruption of present operations than the application of a commodities clause would cause."

Suggests Rate Studies—The recommendation that the commission look into rail-water differential adjustments came in the third and final section of the report which considered the problems involved in the water carrier industry's transition to peace-time conditions. The detailed statement of the recommendation called many of the present arrangements "complex and difficult to understand," adding that "it is possible that water carriers can improve their post-war position by giving attention to the differentials they now have available." It was further suggested that the matter of divisions of joint rail-water rates might be looked into, in which connection "it is possible that water carriers can obtain some advantage in coping with increased costs by reviewing these arrangements and by taking such steps as they then may deem necessary."

Meanwhile Dr. Morgan had told again the familiar story of the present situation of the domestic water carrier industry, which is generally reluctant to resume private operations because of its pessimistic appraisal of the earnings outlook on the basis of existing rate and cost levels. At the same time, Dr. Morgan found that the situation was not without its "brighter aspects," including the increased costs experienced also by competing rail and motor carriers; the extension of regulation as compared with the pre-war period; the prospect of improved facilities "being provided or planned by government agencies"; improvements in equipment and in terminal-operating techniques; and the expansion plans of companies which did not cease operations during the war.

The report's closing comment was that the adverse factors and factors which are favorable show, on balance, "that, though the branches of the industry now in need of resuscitation face serious difficulties, the challenge to their resourcefulness and managerial efficiency is not too great to accept. Others, however, share the responsibility for their success or failurs. The difficulties are such that all reasonable aid within the law must be given carriers by the government and that labor, whatever its grievances may have been, must lend its hand."

Former Morgan Line Employees Organize Own Company

Division 4 of the Interstate Commerce Commission has found that public convenience and necessity require operation by the American Liberty Steamship Corporation as a common carrier by water in the transportation of commodities generally, and of passengers, between New York and Baltimore, Md., and Galveston, Tex., and Houston. The commission's report in Docket No. W-933 noted that American was organized by a group of former employees of the Southern Pacific's Morgan Line, who lost their positions when that line ceased operation in July, 1941.

I. C. C. Will Let East's Furlough Fares Expire January 30

The Interstate Commerce Commission has decided not to extend beyond January 30 its suspension of tariffs whereby railroads and bus lines propose to cancel the 1¼-cents-per-mile, round-trip fares which have been available throughout the war period to service men and women traveling in uniform at their own expense. The commission's January 10 order to that effect stated that "there has been presented no reasonable ground for continuing the investigation of these suspended schedules or for extending their suspension."

Accordingly, the order discontinued the investigation proceedings, docketed as I. & S. No. 5444 and No. M-2708, which had been instituted by the tariff-suspension orders of November 29, 1946. At the same time it denied the respondent railroads' petition for an immediate lifting of the suspension. The cancellation of the furlough fares was opposed by the War and Navy departments in a petition filed with the commission.

Senate I. C. Committee Seeks Legislative Suggestions

The Senate committee on interstate and foreign commerce has asked the Interstate Commerce Commission and other government agencies, including the Civil Aeronautics Board, the Civil Aeronautics Administration, the Federal Communications Commission and the United States Maritime Commission, to submit suggestions on legislative matters, Senator Wallace H. White, Jr., Republican of Maine, committee chairman, disclosed January 10, following the first executive meeting of the committee.

Recommendations of the I. C. C. are usually contained in its annual report to Congress. The committee met twice this week in closed sessions with members of the C. A. B., at which time "general problems" relating to domestic and foreign aviation were discussed.

With respect to Presidential appointments referred to the committee, Chairman White stated that it will be the general policy to hold hearings. Among such nominations now pending before the committee is that of Judge Richard F. Mitchell for the unexpired term of the late Commission Claude R. Porter on the I. C. C., and the reappointment of Carroll Miller for a new seven-year term on the commission. (See *Railway Age*, January 11, page 155.)

Senator White also announced the reappointment of Edward S. Jarrett as committee clerk.

I. C. C. Postpones Hearings in Car Service Inquiry

The Interstate Commerce Commission has postponed from February 4 until March 18 the initial hearing in connection with its No. 29669 investigation of railroad freight-car-service practices. The hearings are to be held at Washington, D. C., before Examiner Claude A. Rice.

As noted in the *Railway Age* of January 11, page 154, this proceeding was instituted by an order dated December 18, 1946, the same day on which the commission entered another order instituting the No. 29670 investigation to determine whether a $2 per diem rental charge for cars, other than refrigerator and tank cars, would promote greater efficiency in the use of equipment during periods of car shortage.

Substitute Truck Service Put on Regular-Route Basis

Emphasizing again its view that substituted freight service for railroads is a regular-route trucking operation which may not be performed by motor carriers holding only irregular-route rights, the Interstate Commerce Commission has "regularized" the Consolidated Cartage & Storage Co.'s arrangements for handling New York, Chicago & St. Louis freight between Cleveland, Ohio, and Rocky River. Reporting in No. MC-1771 (Sub-No. 2), the commission's Division 5 has granted Consolidated a regular-route certificate authorizing the substituted service—subject to the usual conditions designed to insure that the trucking operations remain auxiliary to rail service.

Consolidated, which holds irregular-route authority in the territory, began trucking for the Nickel Plate in 1938, and applied for the certificate granted in the present report after its right to do the railroad work had been questioned by a representative of the commission. Meanwhile, the applicant took the position that it could lawfully perform the substituted service under its irregular-route certificate.

"We have previously indicated reluctance to authorize an operation of this type over irregular routes," the commission said. "The proposed service will be essentially a service between fixed termini and will be synchronized with the schedules of the railroad, thus suggesting a scheduled operation over regular routes. Considering the character of the operation as a

whole, we conclude that the authority herein granted should be authorized over a regular route."

Another recent commission pronouncement on this matter appeared in its report approving a merger transaction between two Pennsylvania affiliates—Scott Bros., Inc., and Peninsula Auto Express Company (see *Railway Age* of November 23, 1946, page 897). Peninsula held irregular-route rights only, and the commission took occasion to express the view that its specialization on substituted freight service for the P. R. R. might have resulted in its unauthorized conversion into a regular-route operator.

Predicts More Competition in Passenger Transport

Although increased production and use of new passenger automobiles will be reflected in further declines in railroad and bus passenger traffic during 1947, competition for the remaining passenger traffic will be keen among the railroads, air lines and bus lines, it is predicted by Dr. James C. Nelson, chief of the Transportation division, Office of Domestic Commerce, Department of Commerce, in an article appearing in the January issue of "Domestic Commerce," monthly publication of the Commerce Department. According to Dr. Nelson, new equipment and improved services will be offered by each of the carriers in an attempt not only to retain their present share of the passenger traffic, but also to attract new business. At the same time, he asserted that if labor-management problems are settled, the freight traffic outlook for 1947 should be "a continuation of traffic levels higher than in pre-war years."

"Although strikes and reconversion difficulties during the first half of 1946 had a generally depressing effect on freight traffic, the high level of traffic established in the last half of 1946 required full utilization of air, rail and motor transportation," the article states. "Domestic water transportation facilities were not fully utilized because of strikes and difficulties experienced in restoring coastwise and intercostal services. Pipe line traffic was at a much lower level in 1946 than in 1945 because of the closing of the Big and Little Inch lines shortly after V-J Day. . . . With the exception of the air carriers and local transit services, common-carrier passenger traffic showed a general decline in 1946. The loss of military travel and greater use of private passenger automobiles were important factors in this decline. . . ."

More Freight—According to the article, the 1947 rail freight volume in ton-miles should be "somewhat greater" than in 1946, and although a continuation of car shortages "may be expected," gradual improvement in car supply during 1947 "seems likely."

With respect to passenger traffic, the article comments that in addition to the loss of the war-created military travel, railroads are faced with the loss of an increasing share of the traffic diverted to them from other agencies of transportation during the war. It asserts that intercity and suburban buses, air lines and the private automobile will offer "formidable competition" for passenger traffic this year. "The railroads, however, are taking steps to meet such competition," it adds. "Improvements in service are being made by adding new equipment, speeding up schedules and offering through sleeping car service from coast to coast."

Turning to motor carriers, Dr. Nelson also predicts that because of the close relation between the level of industrial production and the demand for trucking service, the entire trucking industry stands to benefit from "whatever increase in the output of goods" occurs in 1947. Although the article observes that intercity common and contract motor carriers suffered a slump in business for the first few months after the war's end as a result of reduced output of goods which moved in large volume by truck, it also notes that the intercity for-hire trucking industry carried more tonnage in 1946 than in 1945.

Less Bus Travel—According to the article, intercity bus transportation presents a "mixed picture" at the moment. Some bus companies, it says, report that their volume of passengers has continued practically at war-time levels, while others have indicated that their traffic has leveled off somewhat lower thtan in 1945. "Taken as a whole," the article continues, "the volume of traffic during 1946 has continued at a slightly higher level than anticipated since the production of private passenger cars has been below that expected at the beginning of the year. The industry expects that its traffic volume during 1947 will decline below the present volume, but will be somewhat higher than that of 1941."

Noting that virtually all scheduled air lines now are engaged in the air freight business, the article predicts that there will continue to be a **"marked rise" in air** cargo traffic in 1947. It says that steps are now being taken to provide a through air-freight service on a nationwide basis, that direct air express service will also become more widely available during the year as the newly certificated feeder air lines bring this service to additional communities, and that "considerable greater" capacity for cargo will be available over the scheduled air lines in 1947.

"Since the end of the war, a large proportion of the total air-cargo business has been handled by non-scheduled and contract carriers," the article observes. "During August, 1946, five of these lines alone carried nearly three-fourths as many ton-miles of traffic as did all of the scheduled air lines under both their air express and freight services. It is difficult to project the outlook for the growth of the non-scheduled services, partly because so little is known about their present economic characteristics, and partly because of the uncertainty regarding future regulation of their operations.

Air Travel Growth—"In recent months, air line passenger traffic has been increasing rapidly, at least partially through diversion from surface carriers, particularly the railroads. During August, 1946, air line passenger miles amounted to more than one-sixth of rail coach traffic and about 40 per cent of rail Pullman traffic. These ratios compared with 6.5 per cent and 14.4 per cent respectively as of the end of the war. Since the recent data relate to a period when air line capacity was still short on many routes, it may be expected that some future degree of diversion may take place in the future unless, of course, there is some change in the competitive situation brought about by a significant change in either rail or air fares or quality of service."

Emergency Board Report

The White House recently made public the report of the National Railway Labor Panel emergency board which investigated a rules dispute between the Charleston & Western Carolina and those of its employees who are represented by the Brotherhood of Railway Clerks. The board recommended adoption of the brotherhood proposal that Sundays, holidays, and the seventh day of work in any week be paid for at time and one-half rates; but it refused to go along on the other demand for a new rule providing compensation for employees absent from work on account of illness.

Proposes to Catch Up on Transport Spending

(*Continued from page 200*)

ations for highways, air transport facilities, and rivers and harbors work, as well as those for the Interstate Commerce Commission, National Mediation Board, and Railroad Retirement Board are reported in another column. As the President's state-of-the-union message had announced that it would, the budget message recommended continuance through fiscal 1948 of the excise taxes scheduled to expire next June 30 as a result of the Presidential order proclaiming the "cessation of hostilities" of World War II on December 31, 1946. One of these excise taxes is the levy on amounts paid for the transportation of persons, which is now scheduled to be cut back from 15 per cent to 10 per cent six months after the "cessation of hostilities." The President made the flat statement that "there is no justification now for tax reduction."

Also, he recommended that Congress "increase postal rates sufficiently to wipe out the postal deficit." The budget's explanatory statement put the fiscal 1947 deficiency of postal revenue at $295,150,543. It attributed the red figure to "increased costs of labor and commodities used by the postal service, with no corresponding increase in the level of postal revenues." Meanwhile, the President hopes "to restore pre-war service standards in the postal service."

Ocean Shipping Program—With respect to transportation, the President said, among other observations, that "the enforcement of regulatory standards, particularly those designed for accident prevention in all types of transport, should be restored, at least to pre-war levels." He also mentioned government activities in water transport, saying that it was the Administration's policy "to withdraw from ship operation as

rapidly as possible and to dispose of vessels in a manner that will promote a large and effective merchant fleet under our flag."

Mr. Truman went on to report that the Maritime Commission, by its petition to the I. C. C., "is attempting to obtain a revision of the railroad rate structure in order to permit resumption of domestic shipping under private auspices." He added that "we must look to the domestic trade to provide the active core of our merchant fleet reserve, since we cannot hope to maintain in the foreign trade alone a merchant fleet adequate for the nation's security."

Senate Hearings January 21 on Anti-Trust-Relief Bill

The Senate committee on interstate and foreign commerce will begin public hearings January 21 on the bill introduced by Senator Reed, Republican of Kansas, to stay the operation of anti-trust laws with respect to carrier rate-making procedures and other joint actions approved by the Interstate Commerce Commission. The bill, S. 110, is the amended version of the House's "Bulwinkle Bill," which was reported from the Senate committee last year and then left to die on the Senate calendar with the sine die adjournment of the previous Congress.

Meanwhile, the proposed legislation has also been started on another journey through the House where it is sponsored again by Representative Bulwinkle, Democrat of North Carolina. The new Bulwinkle bill is H. R. 221.

Budget for Fiscal '48 Submitted to Congress

(*Continued from page 200*)

No fiscal 1948 appropriation is proposed for the Office of Defense Transportation which has received $525,000 for the current fiscal year. It was explained that under present plans O. D. T.'s "principal business" will be terminated by April 30, "with a small staff being retained to the close of the fiscal year to continue necessary car service operations."

Among other proposed appropriations in the budget was that of $300,288,854 for the Public Roads Administration, including $279,000,000 for federal-aid "post-war highways"; $101,994,000 for the Army's Corps of Engineers to spend on maintenance and improvement of existing river and harbor work; and $79,746,000 for the Civil Aeronautics Administration to spend on the installation, maintenance and operation of air navigation facilities.

Increase for I. C. C.—The $11,898,000 proposed for the I. C. C. includes: General expenses, $10,136,000; railroad safety, $883,000; locomotive inspection, $595,000; printing and binding, $250,000; cost of handling penalty mail, $34,000. The budget's explanatory statement said that more than half of the increase in the amount proposed for the commission as compared with its appropriation for the current fiscal year is for the Bureau of Motor Carriers. The amount allowed for the regulation of motor carriers is now included in the commission's "general expenses" item, the last segregation having for the fiscal year ending June 30, 1946. The remainder of the increase over fiscal 1947 appropriations "is distributed among the other bureaus in proportion to the augmented volume of work."

"Following considerable reduction and deferment of work during the war because of the preponderance of government traffic and the consequently fewer private requests for adjudications," the explanatory statement also said, "the commission has emerged from the war period with a greatly increased volume of work. Prominent among the areas in which these increases have taken place are: Expanded regulation of water carriers and freight forwarders following legislation enacted in 1940 and 1942, respectively; resumption of intensive field investigations of motor carriers' accounts after concentrating on operational considerations during the war period; increased tariff filings, resulting not only from a natural post-war rise similar to post-World War I experience but also from the commission's recent far-reaching rate decisions; and intensified activity in the motor-carrier field to improve safety conditions. The increases in tariff work are reflected throughout the commission in almost proportionate increases in its hearing, finance, complaint, accounting, and valuation work."

Dropping Panel Boards—The $888,000 proposed for the Mediation Board and Adjustment Board includes $338,700 and $370,000 respectively, for the "salaries and expenses" of those agencies. For the current fiscal year N. M. B. has received $300,000 for those purposes while the Adjustment Board got $280,000. The proposed fiscal 1948 appropriation of $119,000 for arbitration and emergency boards compares with the current year's $110,000. The remainder of the fiscal 1948 total includes $59,700 for printing and binding and the cost of handling penalty mail.

The explanatory statement said that the net increase in the N. M. B.-Adjustment Board total as compared with the current appropriation was due almost entirely to higher costs for printing decisions and increased costs of office rent for the Adjustment Board. Attention was also called to the fact that there will be no fiscal 1948 funds available for the National Railway Labor Panel which was created by the late President Roosevelt to provide wartime procedures whereby railway labor organizations could get emergency boards appointed without resorting to threats of strikes. The panel is being dropped "in order to restore the railway labor procedures to the statutory pattern," the statement also said. Previously it had outlined briefly the processes of the Railway Labor Act, adding that "this procedure was successful in avoiding major strikes on carriers until war-time emergency powers operated to restrict free collective bargaining."

Cost of Crosser Act—The $690,723,000 proposed for the Railroad Retirement Board includes $684,942,000 to be appropriated to the Railroad Retirement Account in the Treasury, and $5,781,000 for the board's administrative expenses under the Railroad Retirement Act. The latter compares with the current year's $2,762,000 cost of administration, the explanatory statement noting that the liberalizing amendments embodied in the Crosser Act "practically double operating costs of the retirement program for 1947 and 1948." The board will also have an estimated $12,700,000 during fiscal 1948 for administration of the Railroad Unemployment Insurance Act, which provides that 10 per cent of the taxes collected thereunder shall be available for administrative purposes.

In addition to the $279,000,000 for federal-aid "post-war highways," the $300,288,854 proposed for the Public Roads Administration includes $10,288,854 for the regular federal aid program and $5,000,000 for grade crossing elimination and protection work. The post-war highway program got $150,000,000 during the current fiscal year while $50,000,000 was available for the regular federal-aid program and $25,000,000 for grade-crossing work. Meanwhile, no fiscal 1948 appropriations are proposed for the "strategic highway network" or "access roads," which got appropriations of $10,515,637 and $7,323,155 respectively for the current fiscal year.

Waterways and Airways—The $101,994,000 proposed for the Army engineers' rivers and harbors work compares with a fiscal 1947 appropriation of $110,125,250. The 1948 proposal includes $76,042,000 for "maintenance and operation of completed works and for surveys of modifications and further improvements thereof"; $23,452,000 for new work; and $2,500,000 for "advance planning." Also proposed for the Army engineers in fiscal 1948 is $500,000 to cover the federal government's share of the cost of altering bridges over navigable streams. This appropriation, comparing with $2,900,000 for the current fiscal year, is designed to meet requirements of the so-called bridge act of June, 1940, which provides that the government must pay for altering railroad bridges required to be rebuilt in connection with waterway improvements—except such costs as result in benefits to the railroads involved.

The $79,746,000 proposed for the Civil Aeronautics Administration to spend on air navigation facilities includes $25,194,000 for the establishment of new facilities and $54,552,000 for the maintenance and operation of existing facilities. The current fiscal year's appropriations for those two purposes have been $19,622,200 and $36,544,000, respectively. No additional appropriation is included in the fiscal 1948 budget for the federal-aid airport program, since the $45,000,000 with which the program was launched during the current fiscal year is to remain available until June 30, 1953. For maintenance and operation of Washington National Airport, C. A. A. received $750,000 during the current fiscal year, and the budget proposes to give it $968,000 for that purpose in fiscal 1948.

$2,383,406 Lost by Federal Barge Lines in Fiscal '46

The government-owned Inland Waterways Corporation, operator of the Federal Barge Lines, reported a deficit of $2,383,406 for the fiscal year ending June 30, 1946, and it expects to incur a loss of $1,172,331 for the current fiscal year end-

ing next June 30, according to figures included in that part of President Truman's fiscal 1948 budget which covers government corporations. For fiscal 1948, I.W.C. anticipates a net income of $513,712.

The inclusion of the government corporation statements in the budget is required by the Government Corporations Control Act of 1945. Also pursuant to the provisions of that act, which further called for simiplification of the government-corporation set-up, the President's budget message announced that the Warrior River Terminal Company would be absorbed by I.W.C., of which it is now a wholly-owned subsidiary. Warrior operates a switching railroad in the Birmingham, Ala., area.

Poor Guesser—The estimate which projects a fiscal 1948 net income of $513,712 for I.W.C. "is based upon sharply increasing the income (24 per cent over 1947) while holding expenses to a negligible rise (2 per cent over 1947)," the budget statement said. Moreover, there must be "more complete utilization of the corporation's facilities," and the efficiency of the organization must "increase sharply." That I.W.C. has been somewhat optimistic in previous estimates is indicated by the fact that in the government corporation budget for fiscal 1947 it put the expected fiscal 1946 deficit at $1,497,661 and yet experienced an actual loss of $2,383,406, as noted above.

The 1946 loss converted the earned surplus balance of $106,548, which was reported as of June 30, 1945, into a deficit of $2,276,858. This debit balance in the earned surplus account is expected to increase to $3,449,189 when the fiscal 1947 results are in.

Consuming Its "Capital"—In 1938 the earned surplus amounted to $2,500,000. The deficits having wiped out the last of that reserve during fiscal 1946, the corporation had to begin meeting its losses through the sale of government bonds held in its treasury. The balance in this bond account was $6,600,031 as of June 30, 1945, and it is expected to be down to $1,500,000 when the current fiscal year ends next June 30. Sale of these bonds deprives the corporation of a major source of income, since returns from those investments have in the past been important offsets to losses from water carrier operations. Interest income is expected to be down from fiscal 1946's $68,286 to an estimated $20,000 in each of the fiscal years 1947 and 1948.

The presentation calls fiscal 1946 a year "of costly adjustment for the corporation." The gross transportation revenues amounted to $5,428,573, while the fiscal 1947 gross is estimated at $7,255,000 and that for fiscal 1948 at $9,184,000. In order to bring business to the latter levels, the corporation is attempting operations throughout the winter on the Illinois river. It is stressing solicitation of traffic in order to obtain more tonnage and better balanced movements; exploring the possibility of developing barge-truck shipments; and analyzing the types of merchandise traffic available and the cost of handling such traffic. Also, "efforts are being made to improve the rate structure, especially by continued participation in the *Rail and Barge Joint Rates* case before the Interstate Commerce Commission." Finally, improved floating equipment is being developed.

1946 Capital Outlays Totaled $565.5 Million

(*Continued from page 201*)

ous calculations in that connection, the present issue eliminated the unusual items to restate the figures for the first 11 months of 1946 and 1945. The adjusted figures show a net railway operating income for last year's first 11 months of $415,892,000, or 56.5 per cent less than the comparable 1945 figure of $956,455,000. The reported net railway operating income for the first 11 months of last year was $515,709,000, down 42.1 per cent from 1945's $891,275,000.

The reported net income for the 12 months ended with November, 1946, was $114,856,000, a black figure which turned up only after federal income tax credits of $304,716,000 had more than offset the $189,860,000 deficit before taxes. Gross for the 12-months period was $7,607,493,000, down $1,439,000,000 from the $9,046,597,000 reported for the 12 months ended with November, 1945.

November freight revenues on a daily basis were 4.7 per cent below October, but 12.8 per cent above November, 1945. Passenger revenues were down 1.1 per cent from the previous month and 41.3 per cent below November, 1945. The November freight revenue index (based on the 1935-1939 monthly average as 100) was 201.2, compared with October's 211.2 and November, 1945's 178.5. The passenger revenue index was 252.3, the lowest since June, 1942; it compared with October's 255.1 and November, 1945's 429.4.

Favorable Asset Position—Other financial data set out by the bureau included figures on the railroads' net working capital (current assets less current liabilities) as of October 31, 1946. The net figure as of that date, $1,939 million, was $176 million less than the $2,115 million reported as of October 31, 1945; but the bureau called attention to the fact that it was nevertheless $1,468 million above that of the same date in 1940, "and it was substantially higher than that shown for October, 1941, 1942, 1943, and 1944." Moreover, the October 31, 1946, ratio of quick assets to total current liabilities (1.2) and the current ratios, both including and excluding materials and supplies (2.05 and 1.7, respectively) "were much more favorable than on any October 31 from 1940 through 1945 even though the net earnings in 1946 have declined sharply from war-time levels."

"It should be pointed out, however," the bureau added, "that large expenditures of railway capital will presumably be required for the rehabilitation of physical property and equipment which suffered considerably as the result of the wear and tear of war-time operation, for the purchase of new equipment, and for the improvement and modernization of the railway plant."

Traffic Outlook—With respect to the freight traffic outlook, the bureau noted that the Production and Marketing Administration of the Department of Agriculture had estimated January requirements for grain and grain products at 51,750 cars per week, about the same as actual average loadings in January, 1946. Requirements for February and March are now estimated by P. M. A. at 50,150 and 46,100 cars per week, respectively, both figures being under actual loadings in the corresponding months last year.

January livestock loadings are expected by P. M. A. to average 16,000 cars per week, slightly under the January, 1946, loadings. The February estimate of 15,700 cars per week "is considerably under weekly loadings of 18,200 cars in the same month of 1946." It is explained, however, that the latter was higher than "normal," due to a backlog of movement which resulted from the packinghouse strikes of January, 1946. March loadings of livestock are expected to average 15,300 cars per week.

As to perishable and semi-perishable domestically-produced commodities that normally move in refrigerator cars, P. M. A. estimates that this month's loadings will total 187,800 cars, compared with 185,500 cars in January, 1946. "The major increase," the bureau said, "is expected in loadings of fresh fruits and vegetables, and there is a considerable backlog of canned goods and other commodities requiring protective service."

Favors Compromising on Water-Competitive Rates

The idea of bringing about some compromise settlement of the issues raised in its complaint against water-competitive rates of the railroads commends itself to the United States Maritime Commission, according to a January 8 letter which that agency's chairman, W. W. Smith, sent to Chairman Clyde B. Aitchison of the Interstate Commerce Commission. Admiral Smith was setting out his reactions to the I. C. C. chairman's recent suggestions as to what might be pertinent subject-matter for the January 17 pre-hearing conference in the recently-instituted investigations of transcontinental rail rates and intercoastal water rates—Nos. 29663 and 29664, respectively.

The institution of these two investigations comprises part of the I. C. C.'s response to the Maritime Commission's complaint, the general proceeding growing out of the complaint being docketed as Ex Parte No. 164. As noted in the *Railway Age* of January 4, page 118, the Aitchison suggestions with respect to the pre-hearing conference were embodied in a letter which the I. C. C. chairman wrote to H. C. Barron, counsel for the Western Traffic Executive Committee, at the same time sending a copy to Admiral Smith. Among such suggestions was Mr. Aitchison's reference to section 5 (b) of the Administrative Procedure Act, which requires administrative agencies to afford all interested parties opportunity for submission of "offers of settlement, or proposals of adjustment where time, the nature of the proceeding, and the public interest permit. . . ."

Comment on this suggestion was given first place in Admiral Smith's letter. "The procedure . . . for the compromise settlement of matters in dispute," he said, "would seem to be particularly suitable in

this instance, especially in connection with the pre-hearing conference. It particularly commends itself to the interests of the Maritime Commission and the water carriers because of the extreme urgency for quick relief, due to the imminent expiration of governmental operating authority on February 28. Our cost studies and estimates indicate that the lines will continue to operate at substantial losses after that date although rate increases effected pursuant to your commission's decision in Ex Parte 162 will materially reduce the extent of such losses.

"Although we are confident that the outcome of Ex Parte 164 will permit substantial upward adjustments in water rates, we nevertheless continue to be concerned over the present inability of water carriers to meet operating costs even where voyages are at or near maximum cargo capacity. We have attempted to exhaust every means available to us for increasing rates and revenues before March 1 and have also instructed the steamship lines operating as agents of the Maritime Commission to pursue every remedy available to them."

Coming back to the Ex Parte 162 decision, Admiral Smith said he had been informed that some of the water lines had asked the I. C. C. for reconsideration of their suggestion that the railroads be granted "the full 25 per cent increase requested in their petition applicable to rates on the commodities competitive with water carriers which have been alleged to be unduly depressed." Such I. C. C. action, if "practicable," would "provide an immediate measure of additional relief to the water carriers," the M. C. chairman added.

"Although," he continued, "your decision in this case indicated that the complicated issues raised by the intervening water carriers would be disposed of in Ex Parte 164 and not dealt with in the principal case, nevertheless it seems possible that the water carriers' contention may merit your reconsideration in view of the fact that legislative action is now necessary to continue government operation beyond March 1, and it is highly problematical whether Congress will have sufficient time to act before the deadline. I have felt that the serious plight of the water carriers justifies my making this suggestion for your commission's consideration."

Airplane Accidents Getting Congressional Attention

Congressional interest in recent airplane accidents was pointed up this week when Chairman Wolverton of the House committee on interstate and foreign commerce introduced a resolution calling for an investigation of the matter by that committee. At the same time it was learned that the airlines' accident record was among subjects discussed when members of the Civil Aeronautics Board conferred in executive session with the Senate committee on interstate and foreign commerce on January 14.

The Wolverton resolution, H. Res. 48, would direct the committee "to investigate such accidents as may have occurred to aircraft during 1946 and which may occur during the years following as the committee may deem to be important, with a view to ascertaining the cause . . . particularly as they may relate to the laws and regulations and the administration of laws and regulations relating to operation and inspection of airplanes and safety equipment and devices and the adequacy of airways facilities . . . and any other matters which the committee may deem necessary to investigate for the purpose of obtaining information to enable it to make recommendations for the improvement of safety and flight operations."

In offering the resolution, Mr. Wolverton inserted in the Congressional Record the text of a letter he had sent to William A. M. Burden, assistant secretary of commerce; James M. Landis, chairman of the C. A. B., and Theodore P. Wright, administrator, Civil Aeronautics Administration. The letter asked those officials to submit to the committee "all data that is readily available which would show the number of accidents, the number of lives lost and the number injured, and also the lines on which the accidents occurred and locality of each, as well as the amount of property damage involved in these accidents, together with any reports that have been made after the investigation of such accidents." It also requested "any recommendations that you have made up to this time which in your judgment would promote better safety, together with any other information which would give the committee any light in fixing the responsibility for these accidents and that would assist the committee in the consideration of this important subject."

Meanwhile Representative Rivers, Democrat of South Carolina, demanded a congressional investigation of the C. A. A. and the C. A. B. in view of the recent air crashes. He referred to the C. A. B. as the "supreme court" of the C. A. A. "The American people should know what is going on," he said. "There is something rotten in Denmark, there is something wrong with Eastern Air Lines, there is something wrong with American Air Lines, there is something wrong with the whole dog-gone set-up, and something should be done about it."

In the Senate, Senator McCarran, Democrat of Nevada, made public a letter he had received from Assistant Secretary of Commerce Burden, who said that (1) there were 1.6 passenger fatalities per hundred million passenger-miles own in 1946, as compared to 2.31 in 1945, and (2) for domestic operations alone, there were 1.24 passenger fatalities per hundred million passenger-miles in 1946, as compared to 2.14 in 1945.

Supreme Court Postpones Rate Argument Until March 3

The Supreme Court of the United States has postponed from February 10 until March 3 the oral arguments it will hear in connection with its review of the decision of the special three-judge federal court, sitting at Utica, N. Y., which last May upheld the Interstate Commerce Commission's interim order in the No. 28300 class rate case. (See *Railway Age* of October 19, 1946, page 657.)

Car Service Orders

Amendment No. 3 to Service Order No. 234 has been issued by the Interstate Commerce Commission to set back, from January 20 to June 30, the expiration date of that order which limits to three days the free time on l. c. l. freight held at Mexican border points for export to Mexico. Amendment No. 2 to Service Order No. 498 sets back, from Jan. 10 to June 30, the expiration date of that order which requires the Southern Pacific to divert to the Pacific Electric at Colton, Calif., traffic moving to Los Angeles Harbor and Long Beach.

Senate Committee Starts Probe of Car Shortages

Resolutions calling for investigations of shortages of railroad box cars and coal cars will comprise the subject-matter of public hearings opening January 28 before a subcommittee of the Senate committee on interstate and foreign commerce. The subcommittee is headed by Senator Reed, Republican of Kansas, who introduced the resolution (S. Res. 47) calling for the inquiry into the box car situation. The inquiry with respect to coal cars is proposed in Senate Resolution 44, sponsored by Senator Rivercomb, Republican of West Virginia.

The Reed resolution asserts that there are presently available approximately 700,000 box cars whereas "a need for 800,000 cars is indicated"; and "the result is a severe stringency in the supply of such cars in all sections of the country with consequent damage to shippers unable to receive cars adequate to their need." The resolution goes on to point out that the rate of building of new cars is governed by the availability of necessary materials, which "has been and now is below the needs of the commerce of the country." In the same connection it refers to "persistent claims that allotment of critical materials for building of freight cars has been below a justifiable minimum."

The resolution further "whereases" that an insufficient supply of box cars "produces a constant tendency to dislocate as between railroads and as between sections of the country, the cars that are available with damage to business generally"; and that "it has been and is being vigorously asserted that the Interstate Commerce Commission has failed to use its power and authority to prevent or correct such dislocation."

All of which led into the resolution's proposal for an investigation by the committee of the following matters: (a) Whether the box car supply of the railroads has been and is now adequate; whether there has been an avoidable failure to make necessary material available for the building of new cars; whether material for building freight cars for export has been provided and such cars exported to the detriment of business in this country; and whether the I. C. C. has fully carried out its duties and obligations under the Interstate Commerce Act.

The Rivercomb resolution calls for a "full and complete study and investigation with respect to the adequacy of the supply

of railroad coal cars in the West Virginia coal-mining areas and with respect to the reasons for any inadequacy of such supply." In introducing it, Mr. Rivercomb told the Senate that for the past several months there has been a shortage of cars for the transportation of coal from the mines to the market. "The result," he added, "has been a reduction of production and a lessening of work and employment in the mines. It is a very serious thing when the production of coal and the employment of those producing coal are intermittently interrupted."

Wolverton Heads House Interstate Commerce Committee

Representative Charles A. Wolverton of New Jersey was officially designated chairman of the House committee on interstate and foreign commerce on January 14, when the House adopted a resolution approving the Republican committee assignments as proposed by the majority leader, Representative Halleck of Indiana. Meanwhile, the minority leadership announced that the slate of Democratic committee assignments would be submitted later in the week.

Mr. Wolverton takes over the chairmanship from Representative Clarence F. Lea, Democrat of California, as had been expected in view of his former position as ranking minority member of the committee during the period of Democratic control of the House. Other Republicans assigned to the committee are: Representatives Carl Hinshaw of California, Evan Howell of Illinois, Leonard W. Hall of New York, Joseph P. O'Hara of Minnesota, Wilson D. Gillette of Pennsylvania, Robert Hale of Maine, Harris Ellsworth of Oregon, Marion T. Bennett of Missouri, James I. Dolliver of Iowa, Edward J. Elsaesser of New York, John W. Heselton of Massachusetts, Hugh D. Scott, Jr., of Pennsylvania, William J. Miller of Connecticut, Henderson H. Carson of Ohio, and John B. Bennett of Michigan.

Equipment and Supplies

C. P. A. Acts to Procure Steel for Freight Car Production

Establishment of a Freight Car Builders Industry Advisory Committee, the membership of which will be announced at a later date, to work in conjunction with the steel branch of the Civilian Production Administration section of the Office of Temporary Controls in "channelling" steel to the production and repair of domestic freight cars resulted from a joint meeting at Washington, D. C., on January 10 of the C.P.A.'s Steel Products advisory committee and executives representing a cross section of the steel industry.

The newly-organized committee, together with other representatives of freight car builders, steel companies and railroads which produce part of their own rolling stock, was scheduled to meet with the C.P.A. in Washington on January 16, at which time it was expected discussions relating to the procurement of steel, lumber and other freight cars components would be held.

It was reported at the January 10 meet- that 116,920 freight cars, including 82,000 for domestic roads, are now on order. At the same time, Robert L. Glenn, director of the Division of Manpower and Materials, Office of Defense Transportation, pointed out that the average weekly freight car deficit had risen to 28,390 cars on December 21, 1946, as compared with 23,477 cars on December 7, 1946. Mr. Glenn also said that weekly carloadings were continuing to increase over comparable periods of last year and that the demand on the railroads was likely "to increase rather than diminish."

Other government officials attending the meeting said that new freight car output must be raised to at least 7,000 units monthly, as compared with December, 1946, —production of 3,120 cars and the November, 1946, output of 3,244 cars, while representatives of the O.D.T. expressed the opinion that the output could be raised to 10,000 cars monthly.

Members of the C. P. A.'s steel committee, however, said that in addition to the "extremely heavy requirements" of steel plate and sheets required for the car building program, car wheels and axles were also in "extremely tight supply." Committee members reported that most producers of specialty products are now "quoting deliveries in the second and third quarters of this year," and that the lack of car wheels probably would prove to be the "limiting factor" toward increasing freight car production.

Steel company representatives attending the meeting also expressed doubt as to whether industry could supply sufficient components to insure the production of 10,000 freight cars monthly with "any degree of promptness."

The C. P. A. reported that it was the "consensus of the committee" that the program would "necessarily begin at lower levels" and "build up to an optimum of 7,000 units."

Meanwhile, the C.P.A. estimated that, barring a major "work stoppage," it is anticipated that the steel industry will produce a total of 60,900,000 tons during 1947. It said that the industry has a demand for 66,900,000 tons. It also was estimated that the demand for and use of steel products during the calendar year 1947 will greatly exceed any quantity used during previous peace-time years.

"The attainment of these rates in production and consumption are contingent on timely procurement of basic materials, some of which at the present time are in short supply," the C.P.A. noted. "The two major items that might prove a threat to this all-out attainment are scrap and coke. In further considering the favorable outlook, certain reservations regarding product distribution must be given consideration. The immediate demand for light gage flat rolled products is much greater than the immediate capacity of the industry to supply."

$692 Million Backlog of Cars on Order on January 1

Unfilled domestic and foreign orders on the books of contract builders of passenger and freight cars on January 1 totaled $692,000,000, compared with $390,000,000 on January 1, 1946, and $286,000,000 on January 1, 1945, according to S. M. Felton, president of the American Railway Car Institute. On December 31, he added, freight car builders had on hand orders for 47,977 cars, 33,315, or 72 per cent, of which were ordered in the last six months of the year.

"With an industry capacity of 14,000 cars a month," Mr. Felton said, "this backlog could be wiped out in a matter of 15 weeks, provided materials, especially steel, become available. Otherwise, the nation's freight car shortage will get worse with resulting serious impact, already being felt, on the national economy."

Mr. Felton said December was the fourth successive month of declining freight car production caused by an acute shortage of steel. Deliveries to domestic railroads during the month accounted for 3,174 freight cars, including 1,118 from company shops, compared with November deliveries of 3,244 cars, which included 802 from railroad shops. An aggregate of 41,955 freight cars for domestic use were delivered during 1946, including 10,070 from railroad shops.

Orders for new freight cars in December were 3,046, all placed with contract builders, compared with November orders for 6,705 new cars, including 10 from railroad shops.

LOCOMOTIVES

India Seeking 300 Passenger Locomotives

A proposal by the railway board of India that it be authorized to purchase 300 passenger locomotives has been approved by the government's standing finance committee, according to a recent issue of Foreign Commerce Weekly, a publication of the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce. The committee recommended the equipment be obtained wherever available at the most economical prices, rather than limiting the search to the United Kingdom or countries in its financial system.

SKF INDUSTRIES has announced the receipt of orders for roller bearings for 34 3,000-hp. Diesel-electric locomotives which are being built by the Baldwin Locomotive Works.

PASSENGER CARS

The PENNSYLVANIA has ordered 19 sleeping cars of the 10 roomette-6 double bedroom type, 4 coach-bar-lounge cars, 3 coaches, 2 baggage-dormitory cars, 2 dining cars and 1 buffet-lounge-6 double bedroom car from the American Car and Foundry Company and 1 sleeping car of the 10 roomette-6 double bedroom type from the Budd Company. The equipment

will cost $3,300,000 and 30 of the cars will be used to make up new trains to replace equipment now in service on the "Sunshine Special". One of the cars being built by American Car and Foundry will be placed in general service and the car to be built by Budd will be used between New York and San Francisco, Calif., on the "General" and "Exposition Flyer."

FREIGHT CARS

The SOUTHERN PACIFIC is inquiring for 3,000 lightweight steel box cars, 2,000 gondolas (of which 1,500 will be of the drop-bottom type), 500 automobile cars, 500 flat cars, 100 covered hopper cars and 100 gondola sulphur cars.

SIGNALING

The AMERICAN LOCOMOTIVE COMPANY has placed an order with the General Railway Signal Company for 10 sets of intermittent inductive train control equipment to be installed on Diesel-electric freight locomotives for the Gulf, Mobile & Ohio.

The NEW YORK CENTRAL has placed an order with the General Railway Signaling Company for 50 sets of very high frequency radio train communication equipment, consisting of 44 mobile units and 6 fixed or wayside station units. This equipment will be installed in the Selkirk, Dewitt, Gardenville and Gibson yards, and on tugboats in New York harbor.

The CANADIAN PACIFIC has placed an order with the Union Switch & Signal Co. for the signal equipment required to install absolute permissive block signaling on 136.4 miles between Chapleau, Ont., and Cartier, including 250 Style H-2 searchlight signals, 650 relays, 100 housings, 60 switch boxes, 200 rectifiers, etc. The installation work will be performed by the railway construction forces.

The READING has ordered from the Union Switch & Signal Co. two control machines, together with associated apparatus for the control of signaling at both ends of the Mahanoy (Pa.) tunnel, as well as for the control of traffic between this tunnel and East Mahanoy Junction. The project includes the placement of disk-type automatic signals with light-type signals. The regular signal construction forces of the railroad will perform the field installation work.

The SOUTHERN has ordered equipment from the General Railway Signal Company for the installation of a unit-wire remote control system at Black Oak, Tenn. The control machine, which will be located at Coster, will have a 12-in. by 12-in. panel equipped with eight track-indication lights and five levers for the control of a switch lock, two spring switches, and eight signals at a passing siding. Type-SA dwarf signals, Type-W marker lights, Type-K relays, and a Model-10 electric switch lock are included in this order.

The SOUTHERN has ordered equipment from the General Railway Signal Company for the installation of a unit-wire, all-relay interlocking at Decatur, Ala. The control machine will have a 15-in. by 27-in. panel equipped with 14 track-indication lights and 10 levers for the control of a switch machine, a switch lock, 2 spring switches and 12 signals. A Type-F, coded, all-relay electric interlocking, installed in 1936 at nearby Decatur Junction, will also be controlled from the new machine. The present Decatur Junction control machine will be converted to other uses in the system. Type-SC high signals, Type-SA dwarf signals, Type-K relays, a Model-10 electric switch lock, and a Model-5C switch machine are included in this order.

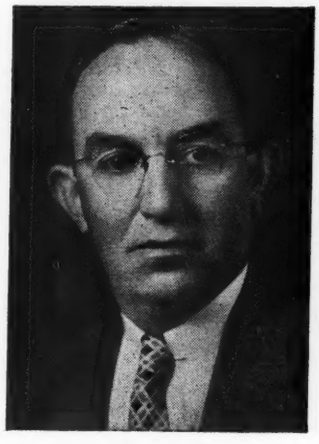
Supply Trade

Luminator, Inc., Chicago, manufacturer of transit lighting equipment, has announced the appointment of **George W. Ledbetter** as district engineer of the recently formed

George W. Ledbetter

Luminator, Inc., of California. Mr. Ledbetter was formerly radio electronic engineer with the Douglas Aircraft Company, Santa Monica, Calif.

W. E. Corr, formerly superintendent of the car department of the Seaboard Air Line, has been appointed southeastern sales



W. E. Corr

representative of **Waterhouse & Co.,** New York.

Mr. Corr, with the Seaboard for 34 years, started in the Portsmouth, Va., shops as timekeeper and piece work inspector and subsequently was advanced to assistant foreman of shops, general foreman, master car builder and superintendent of the car department. He retired from the road's service in May, 1946.

Walter G. Gibbs has been elected executive vice-president of the **Spring Packing Corporation,** Chicago. Mr. Gibbs has been associated with the company for 22 years.

Kenneth T. Fawcett, assistant general purchasing agent of the American Brake Shoe Company since 1944, has been appointed vice-president of the **Dominion Brake Shoe Company,** a Canadian sub-

Kenneth T. Fawcett

sidiary. Mr. Fawcett was born in Calgary, Alberta, and was graduated from Phillips Andover Academy in 1930 and Yale University in 1934, in which year he joined American Brake Shoe.

Donald A. MacNeil has joined the sales staff of the forging division of **Tube Turns (Inc.),** Louisville, Ky., with headquarters

Donald A. MacNeil

in Chicago. Mr. MacNeil, with the Kelly Steel Works, Inc., Chicago, for the past sixteen years, was vice-president of that organization when he resigned to join Tube Turns.

D. A. Mitchell has been appointed general superintendent of plants and operations

of the Wood Preserving division of the **Koppers Company**, Pittsburgh, Pa., and **E. R. Snodgrass** has been appointed chief engineer.

The **Waukesha Motor Company**, Waukesha, Wis., has announced that its refrigeration division, producers of engine-driven air-conditioning and generator equipment for railway passenger cars, will now be known as the railway division.

G. Reed Schreiner, formerly advertising manager of the Carnegie-Illinois Steel Corporation, has been appointed assistant director of advertising of the **United States Steel Corporation**, to succeed **Reese H. Price**, who has resigned.

John S. King, assistant manager of the Railroad division, **Fairbanks, Morse & Co.**, with headquarters at Chicago, has been appointed manager of the firm's Chicago branch. He succeeds **Frank V. Roy**, who will retire from that position on March 1.

L. A. Spangler has been appointed district transportation manager of the **Westinghouse Electric Corporation**, with headquarters in Chicago. Mr. Spangler joined Westinghouse in 1921 and has served as transportation supervisor of the northwestern district since 1945.

Edwin D. Meade has been appointed manager of the railway sales at the Chicago branch of the **United States Rubber Company.** Mr. Meade joined the company in 1935 and since 1941 has been located in the Washington, D. C., office. **L. Phil Haser**, who has handled the company's railroad sales in the Chicago district since 1903, will serve in a consulting capacity to Mr. Meade.

J. Warren Young, eastern railway sales manager of the **Kerite Company** since 1928, has retired. Mr. Young entered the railway service field in 1896, when he joined the Central of New Jersey. He subsequently served with the Delaware, Lackawanna & Western, the New York, Susquehanna & Western and the Erie. He resigned from the Erie as chief signal inspector before joining the railway sales department of the Kerite Insulated Wire & Cable Co., predecessor of the Kerite Company. He is a member of the Signal and Communications sections of the Association of American Railroads.

The retirement of **Joseph A. Renton**, oldest employee of the Kerite Company's sales staff, also was announced.

George E. Boyd, associate editor of *Railway Age* and of Railway Engineering and Maintenance, with headquarters at Chicago, has retired after 23 years of service in railway publication work, and an equally long earlier career in engineering and maintenance work on the railways. Mr. Boyd was born at Roseville, Ill., on February 26, 1874, and was graduated by the University of Illinois in 1896 with the degree of B. S. in civil engineering. He began his long association with the railroads in May, 1897, when he became a track apprentice of the Illinois Central. In October of the same year he was advanced to rodman, and one year later, to instrumentman. From April, 1899, to December 1, 1900, he served as resident engineer, and from the latter date until July, 1902, as assistant engineer, maintenance. He was appointed assistant engineer, construction, in July, 1902, and roadmaster in March, 1904. In October, 1911, Mr. Boyd entered the service of the Delaware, Lackawanna & Western as superintendent of bridges and buildings, and served in that capacity until April, 1913, when he became division engineer. He was appointed engineering editor of the Railway Review in July, 1923. When the Railway Review was purchased in January, 1927, by the Simmons-Boardman Publishing Company (now Corporation), publishers of the *Railway Age* and Railway Engineering and Maintenance, he was appointed associate editor of the Railway Engineering and Maintenance Cyclopedia, also a Simmons-Boardman publication, and served in that capacity until September, 1929, when he was advanced to the positions he held at the time of his retirement. In his capacities on the staffs of *Railway Age* and Railway Engineering and Maintenance, two of his outstanding contributions over the years have been his annual summaries and forecasts of construction and maintenance activities in the former, and his conduct of the "What's the Answer?" department monthly in the latter —both of which have brought him wide acquaintanceship and respect among railway officers. Mr. Boyd for many years edited the proceedings of the American Wood Preservers' Association. He is a member of the American Railway Engineering Association, Roadmasters' & Maintenance of Way Association of America, American Railway Bridge & Building Association, Maintenance of Way Club of Chicago, Western Society of Engineers and the Chicago Engineers Club.

George E. Boyd

OBITUARY

Willard Swartley Haring, vice-president in charge of sales of the Alan Wood Steel Company of Conshohocken, Pa., died on January 7 at the Bryn Mawr (Pa.) hospital after a short illness following an operation. He was 60 years of age.

John W. Montigney, assistant to the president of the Premier Carloading Corporation of New York, with headquarters at Cleveland, Ohio, died recently at his home in Cleveland Heights. He was 53 years old. During the recent war he was an assistant director on the Office of Defense Transportation staff.

Joseph Dennis Clyde, service representative for the Valve Pilot Corporation, New York, died on December 29, 1946. He was 61 years old. Mr. Clyde began his career in 1903 with the St. Louis, Iron Mountain & Southern (now part of the Missouri Pacific). In 1922 he joined the Texas & Pacific as mechanical inspector, and remained with that road until 1944, when he joined Valve Pilot.

Robert H. Moore, retired general manager of the American Creosoting Company, at Louisville, Ky., died in that city on January 6 at the age of 75. Mr. Moore was born in Chicago, and received his higher education at Lebanon college in Ohio and at Valparaiso university in Indiana. He began his career with the engineering forces of the Pennsylvania at Cincinnati, Ohio, and in 1902 he became assistant engineer on the Cleveland, Cincinnati, Chicago & St. Louis (part of New York Central System) also at Cincinnati. From 1903 to 1905 he served as division engineer of the Cairo division, and from 1906 to 1908, as assistant engineer. In 1908 he was appointed engineer of construction and superintendent of the American Creosoting Company, and in 1910 he was advanced to assistant general superintendent and chief engineer. From 1920 to 1926 he served as general manager of the Canada Creosoting Company; and in the latter year he returned to the American Creosoting Company as general manager, the position he held at the time of his retirement.

Financial

ALABAMA GREAT SOUTHERN.—*Equipment Trust Certificates.*—This road has requested bids by January 23 for the purchase of $1,520,000 of series J equipment trust certificates to be dated February 15. No bid for less than 99 will be considered. The certificates, due in equal installments each February 15 from 1948 to 1957, inclusive, are being issued to provide up to 80 per cent of the cost of 50 70-ton steel ballast cars and four 4,500-hp. Diesel-electric freight locomotives to cost at least $1,907,000.

CARBON COUNTY.—*Acquisition.*—Division 4 of the Interstate Commerce Commission has authorized this road to acquire and operate a 5.8-mile line from Columbia, Utah, to the Geneva coal mine. Purchase from the Geneva Steel Company will cost $386,797.

The line was constructed during the war by the Defense Plant Corporation, which also constructed a large steel mill at Geneva, Utah, a point served by the Denver & Rio Grande Western, and opened the coal mine involved. The railroad was built primarily to transport coal for the steel mill, and the applicant has provided service to the mine. On June 18, 1946, the War

Assets Administration sold the steel mill, coal mine and railroad to the Geneva Steel Company, a wholly owned subsidiary of the United States Steel Corporation.

CENTRAL OF GEORGIA.—*Equipment Trust Notes.*—This road has requested bids by January 22 for the lowest interest rate at which bidders will provide $482,400 to finance 80 per cent of the cost of two 1,000-hp. Diesel-electric switching locomotives and a new four-car streamlined train. The road, under a conditional sales agreement, will pay 20 per cent of the cost of the equipment as it is delivered and the balance in 40 quarterly installments.

CENTRAL OF PENNSYLVANIA.—*New Directors.*—The stockholders of this road, a subsidiary of the Central of New Jersey, have authorized an increase in the membership of the board of directors from 7 to 11. Elected to fill the vacancies thus created were James D. Carpenter, Jr., of Jersey City, N. J.; James L. Stackhouse of Easton, Pa., president of the Easton Publishing Company; Percy A. Brown of Wilkes-Barre, Pa., president of the Wilkes-Barre Deposit & Savings Bank; and Joseph Prizer of Mauch Chunk, Pa., division engineer of the road.

CHESAPEAKE & OHIO.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to assume liability for $2,300,000 of equipment trust certificates, the proceeds of which will be applied toward the purchase of three 2-8-4 freight locomotives, at an estimated unit cost of $226,253, from the Lima Locomotive Works, and ten 2-8-4 freight locomotives, at an estimated unit cost of $227,145, from the American Locomotive Company. The certificates would be dated February 15 and sold on the basis of competitive bidding.

CHICAGO, INDIANAPOLIS & LOUISVILLE.—*End Reorganization Proceedings*—Federal Judge Michael L. Igoe this week signed a final order and decree at Chicago terminating the reorganization proceedings of this road, which began on December 30, 1933. The recapitalization of the road was consummated on May 1, 1946, when its properties were transferred to the new corporation. The bankruptcy trustees were discharged by the court on December 5, 1946.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.—*Equipment Trust Certificates.*—This road has sold $1,020,000 of 2⅜ per cent equipment trust certificates, dated February 1, 1947, to Halsey, Stuart & Co. The certificates were reoffered to the public, subject to Interstate Commerce Commission approval, at prices to yield from 1.10 per cent to 2.50 per cent, according to maturity. (See the *Railway Age* for December 21, 1946, page 1066.)

CINCINNATI, NEW ORLEANS & TEXAS PACIFIC.—*Equipment Trust Certificates.*—This road has requested bids by January 23 for the purchase of $1,700,000 of series K equipment trust certificates to be dated February 15. No bid under 99 will be considered. The certificates, due in equal installments each February 15 from 1948 to 1957, inclusive, are being sold to provide up to 80 per cent of the cost (not less than $2,140,000) of 100 70-ton steel ballast cars and four 4,500-hp. Diesel-electric freight locomotives.

ERIE.—*Promissory Notes.*—Acting upon request of this road, Division 4 of the Interstate Commerce Commission has dismissed that part of its application in the Finance Docket No. 15460 proceeding in which it sought commission authority to issue $705,000 in promissory notes to further evidence indebtedness under a conditional sales agreement with the Bethlehem Steel Company, from which it will purchase 200 gondola cars. The acquisition will be financed without the use of promissory notes. As noted in *Railway Age,* October 19, 1946, page 663, the commission, while authorizing the Erie to issue $1,233,850 in promissory notes, at the same time deferred action on the $705,000 in notes, pending the opening of bids.

KANSAS CITY SOUTHERN-TEXAS & NEW ORLEANS.—*Acquisition.*—The War Assets Administration has announced the sale to these roads for $250,000 of a 4.83-mile industial lead track in the Lake Charles, La., switching district. As noted in *Railway Age* of December 21, 1946, page 1066, the Interstate Commerce Commission authorized the roads to purchase the track, which was constructed in 1942 by the Defense Plants Corporation to serve war industries.

PENNSYLVANIA.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to assume liability for $14,970,000 of Series R equipment trust certificates, the proceeds of which will be applied toward the acquisition of equipment, including 1,100 all-steel box cars from the applicant's own shops, estimated to cost a total of $18,712,500. The cost of the box cars will range from $4,580 to $6,400 each. The remaining equipment includes 12 6,000-hp. Diesel-electric passenger locomotives, at an estimated unit cost of $625,000, to be purchased from the Baldwin Locomotive Works; 3 600/660-hp. Diesel-electric switching locomotives, at an estimated unit cost of $73,000, to be purchased from the American Locomotive Company; and the following passenger equipment to be purchased from the American Car and Foundry Company:

	Description	Estimated unit price
7	steel sleeping cars with 21 single bedrooms	$112,000
15	steel sleeping cars with 4 compartments, 4 double bedrooms and 2 drawing rooms	113,000
5	steel dining cars	100,000
5	steel kitchen-dormitory cars	109,000
21	steel coaches	89,500
4	steel dormitory-baggage cars	80,000

The certificates will be dated February 1 and will be sold on the basis of competitive bids.

MISSOURI-KANSAS-TEXAS. — *Preliminary 1946 Report.*—R. J. Morfa, chairman of the board of this road, said in New York this week that preliminary figures for last year indicated a gross income of $60,652,135, compared with $83,093,893 in 1945. Net operating income, he said, was $4,358,586, compared with $8,782,443, and net income totaled $1,681,133, compared with $3,867,598. Mr. Morfa estimated the Katy's 1947 gross would reach $70,000,000.

MACON, DUBLIN & SAVANNAH.—*Bond Extension.*—The date for filing assents to this road's plan for the extension of the maturity date of its first mortgage 40-year 5 per cent bonds from January 1, 1947, to January 1, 1972, has been extended to February 3, 1947. (See the *Railway Age* for November 23, 1946, page 904.)

Average Prices Stocks and Bonds

	Jan. 14	Last week	Last year
Average price of 20 representative railway stocks..	48.91	50.69	63.03
Average price of 20 representative railway bonds..	91.06	91.34	101.41

Dividends Declared

Northern.—$1.50, quarterly, payable January 31 to holders of record January 16.

Wheeling & Lake Erie.—4% prior lien, $1.00, quarterly; 5½% convertible preferred, $1.37½, quarterly, both payable February 1 to holders of record January 21.

Abandonments

DELTA VALLEY & SOUTHERN.—This road has applied to the Interstate Commerce Commission for authority to abondon approximately 11 miles of its line in Mississippi county, Ark., saying that it does not have sufficient funds for the maintenance and repair of this trackage.

DENVER & RIO GRANDE WESTERN.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon a 4.08-mile portion of its Crested Butte branch, from a point near Crested Butte, Colo., to Anthracite. The usual employee-protection conditions were imposed.

GAINESVILLE MIDLAND.—Examiner A. G. Nye of the Interstate Commerce Commission has recommended in a proposed report that the commission's Division 4 authorize this road to abandon that portion of its line extending from Belmont, Ga., to Monroe, approximately 32 miles, and to abandon operation under trackage rights over certain terminal facilities of the Georgia at Monroe, subject to the condition that the applicant sell the line, or any portion thereof, to any responsible person, firm or corporation offering within 40 days of the date of the abandonment certificate to purchase it for operation and willing to pay not less than the net salvage value. Abandonment of the line by its previous owners was authorized by the I. C. C. in 1927; however, upon reconsideration, the certificate and order subsequently were set aside.

Protestants in the present proceeding contend that approval of the abandonment would have a deterimental effect upon the economic life of the area served and that irregularity of service and shortage of freight cars have been prominent reasons for loss of business to trucks. They urged instead abandonment of a branch between Belmont and Athens—where the applicant interchanges traffic with the Seaboard Air Line, the Southern, the Central of Georgia,

and the Georgia—contending that the area traversed by that branch could be served by the Southern, whereas the abandonment sought would leave certain stations without rail service. In this connection the examiner cited *Wisconsin Central Ry. Co. Abandonment,* 239 I. C. C. 747, 752, to support his assertion that "it is for the applicant to determine primarily which branch can be abandoned with the least adverse effect."

GREEN BAY & WESTERN.—This road has applied to the Interstate Commerce Commission for authority to abandon and dismantle a 9.71-mile line between Scandinavia, Wis., and Waupaca.

MIDLAND VALLEY.—Acting upon a petition of the Brotherhood of Locomotive Firemen & Enginemen, the Order of Railway Conductors and the Railway Labor Executives' Association, Division 4 of the Interstate Commerce Commission has reopened the Finance Docket No. 14345 proceeding for further hearing on the question whether terms and conditions should be imposed for the protection of employees who may have been adversely affected by the abandonment of this road in 1943 of a 16.7-mile branch between Hartford Junction, Ark., and Excelsior. The division had reserved jurisdiction on the employee-protection matter when it approved the abandonment.

Railway Officers

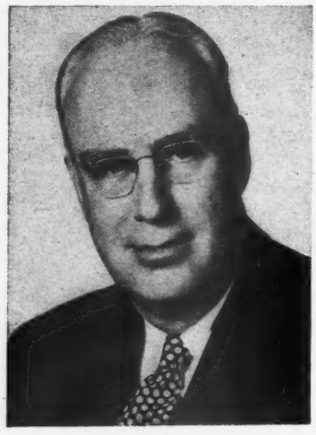
EXECUTIVE

Robert E. Stevenson, whose promotion to executive general agent of the Gulf, Mobile & Ohio, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of December 28, 1946, was born on July 5, 1905, at Grand Junction, Tenn., and was graduated from Washington & Lee

Robert E. Stevenson

University in 1927. Mr. Stevenson entered railroad service in 1928 as a clerk in the traffic department of the Gulf, Mobile & Northern (now G. M .& O.) at Mobile, Ala., and in 1929 he became secretary to general passenger agent there. From 1933 until 1940 he served as commerical agent at New Orleans, La., and in the latter year was promoted to district freight agent at Jackson, Tenn. He was further advanced to executive assistant there in 1943, and to assistant to the president in 1945, which position he held at the time of his recent appointment.

Kinsey N. Merritt, general manager of public relations of the Railway Express Agency, has been appointed vice-president in charge of traffic, with headquarters as before at New York, succeeding the late *C. A. Frey,* whose death on January 1 was reported in the *Railway Age* of January 11. Mr. Merritt entered the express business in 1908 as a clerk at Baltimore, Md., later holding increasingly important posts in Philadelphia, Pa., Atlantic City, N. J., and New York. In 1932, after several years as traffic agent in the Allegheny region, he became assistant traffic manager in the general traffic department at New York; then assistant to general manager of public relations and in 1936, general sales man-



Kinsey N. Merritt

ager. In 1942, when the sales activities were assigned to a new and enlarged department of public relations, Mr. Merritt was placed in charge as general manager of public relations. In that post he directed the public relations, advertising and employee training activities of the company for both its rail and air express services. Mr. Merritt served for two years as president of the National Federation of Sales Executives and one year as chairman of the board of that organization.

J. H. Miller, Jr., has been appointed assistant to vice-president in charge of freight traffic of the Reading, with headquarters at Philadelphia, Pa.

Alfred L. Coey, assistant to the vice-president in charge of operations of the Union Pacific, with headquarters at Omaha, Neb., will retire on January 31, after 48 years of service with the road.

Thomas T. Martin, whose election as vice-president of the Gulf, Mobile & Ohio, with headquarters at Mobile, Ala., was reported in the *Railway Age* of December 28, 1946, was born on August 17, 1902, at Van Alstyne, Tex., and received his higher education at Baylor University and Vanderbilt University. Mr. Martin entered railroad service in 1928 as a special representative in the development department of the Gulf, Mobile & Northern (now G. M. & O.). In 1929 he was appointed editor of G. M. & O. News, which position he retained until 1934 when he became general agent supervising line industrial relations. From 1941 to

Thomas T. Martin

1945 he served as executive representative, and in the latter year was advanced to assistant vice-president, which position he held at the time of his current advancement.

William Manson, vice-president of personnel of the Canadian Pacific, with headquarters at Montreal, Que., has been appointed vice-president in charge of all the company's railroad services and communications in Canada, with the same headquarters. Born at Shoal Lake, Man., on August 28, 1892, Mr. Manson was educated in the public and high schools of Winnipeg, Man., before joining the Canadian Pacific in 1909 as clerk in the car service department at Winnipeg. He served successively as chief tracing clerk, transportation clerk, chief refrigeration and weighing clerk and assistant chief clerk, all in the car service department at Winnipeg, until November 1, 1916, when he became chief clerk. On January 1, 1922,

William Manson

he was appointed supervisor weighing and refrigeration at Winnipeg; on September 20, 1926, trainmaster at Weyburn, Sask.; and on February 11, 1927, assistant superintendent, which position he held at Weyburn; Lethbridge, Alta.; Winnipeg termin-

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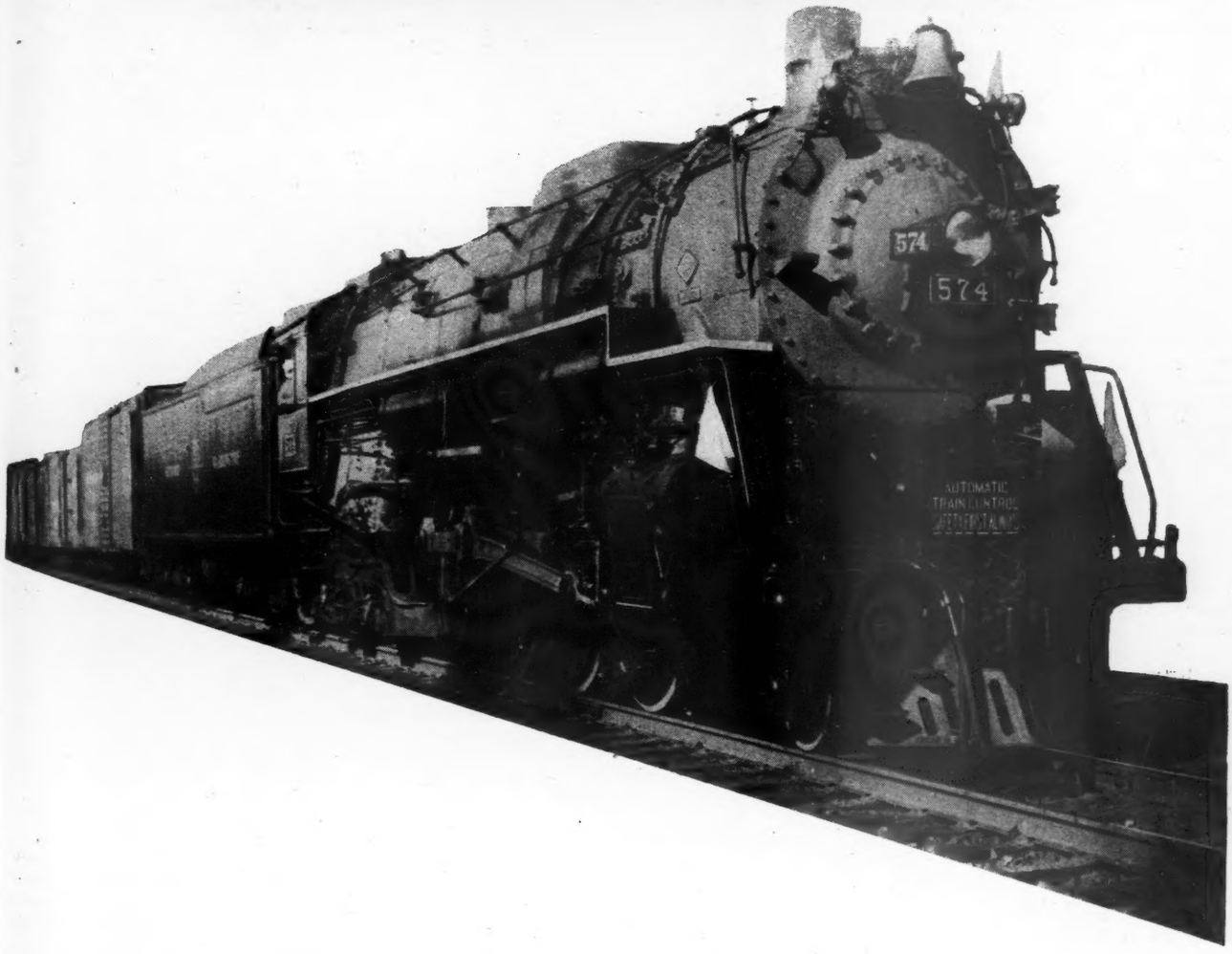
the **railroads** must anticipate traffic demands



Modern equipment cannot be built 'overnight', so far-sighted railroads order motive power with a high degree of versatility. Versatility such as **is found in the 2-8-4 type locomotive recently delivered by Lima to the Richmond-Fredericksburg and Potomac.**

These locomotives are capable of moving passenger trains at high speeds or handling heavy freight trains with equal facility and economy of operation.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**

als; Manitoba district, and Calgary, Alta. On July 1, 1932, Mr. Manson was appointed superintendent of the Kootenay division, being transferred to the Calgary division in 1934 and to Regina, Sask., in 1936. He became superintendent of transportation at Winnipeg on September 1, 1942; general superintendent at Vancouver, B. C., on January 1, 1943, and general manager at Winnipeg on May 1, 1944. He was promoted to vice-president of personnel at Montreal on January 1, 1946, the position he held until his recent appointment.

Tom L. Peeler, Jr., division freight and passenger agent of the Missouri-Kansas-Texas, with headquarters at Tulsa, Okla., has been appointed assistant to the president, with headquarters at Houston, Tex. This is a newly created position.

Frederick N. Reynolds, whose retirement as assistant to vice-president and general manager of the Cleveland, Cincinnati, Chicago & St. Louis (part of the New York Central system), at Indianapolis, Ind., was reported in the *Railway Age* of January 11, was born in Boone county, Iowa, on January 24, 1879, and entered railway service in 1898 as a brakeman on the Chicago & North Western, later serving on the Chicago, Rock Island & Pacific. In 1905 he went with the Panama Railroad, becoming subsequently yardmaster and trainmaster. He returned to the United States in 1910 as a trainmaster on the Chicago Great Western, and in 1911 he was promoted to superintendent. In 1913 he went with the Great Northern as general yardmaster at Great Falls, Mont., remaining at that point for six months, when he entered the employ of the Big Four as general yardmaster at Indianapolis. In 1915 he was appointed superintendent of the Indianapolis terminal and Springfield division, with the same headquarters. He was transferred to Mattoon, Ill., in 1924, and the following year was named assistant general superintendent at Indianapolis. In July, 1933, Mr. Reynolds was promoted to general superintendent, rising to assistant general manager in 1938. He had been assistant to vice-president and general manager since September, 1945.

Frank A. Hasbrouck, whose retirement from the position of special assistant to vice-president of the New York Central at New York was reported in the *Railway Age* of January 11, was born on October 7, 1872, in East Concord township, Corry, Pa. He attended the public schools there, Corry business college and Chaffee's Institute, Oswego, N. Y. Entering railroad service on May 1, 1896, Mr. Hasbrouck became stenographer in the office of the vice-president and general manager of the West Shore at New York. On March 16, 1899, he became stenographer and chief timekeeper in the office of the superintendent of the Hudson division of the New York Central at New York, being appointed wage computer at New York on April 1, 1910. He became inspector of freight traffic statistics at New York on April 16, 1913, and was appointed statistical clerk in the office of the vice-president at New York on June 1, 1916. Mr. Hasbrouck was appointed statistician to the executive vice-president at New York on December 1, 1918, and became special assistant to vice-president on November 1, 1942, which position he held until his retirement on December 31, 1946.

Frederick P. Sisson, whose retirement as engineering assistant to the vice-president and general manager of the Grand

Frederick P. Sisson

Trunk Western, with headquarters at Detroit, Mich., was reported in the *Railway Age* of January 4, was born at Battle Creek, Mich., on January 16, 1880, and entered railway service on January 8, 1900, as a clerk in the engineering department of the Grand Trunk at Detroit. He advanced through successive positions as draftsman, surveyor, assistant engineer, resident engineer and division engineer at that point, and on March 1, 1921, was appointed division engineer at Chicago, afterwards returning to Detroit in the same capacity. On April 16, 1929, Mr. Sisson was promoted to principal assistant engineer, and on September 1, 1932, became office engineer. In February, 1939, he was advanced to chief engineer, and served in that capacity until January, 1946, when he was appointed to the position he held at the time of his retirement.

FINANCIAL, LEGAL AND ACCOUNTING

Arthur M. Jacobs, whose election as treasurer of the Missouri-Kansas-Texas, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of January 4, was born on July 19, 1891, at St. Louis

Arthur M. Jacobs

and entered railroad service there in 1906 with the Missouri Pacific as a ticket sorter. Mr. Jacobs joined the Katy in 1907 as an office boy, and advanced through various positions in the treasury department until he became assistant treasurer in 1936. He held this position at the time of his recent promotion.

A. C. Beck, acting car accountant for the Richmond, Fredericksburg & Potomac, has been promoted to car accountant, with headquarters as before at Richmond, Va., succeeding **C. H. Houchens,** who has retired on account of ill health after 47 years of service.

Crosby Jordan Beakes, whose retirement as general counsel of the New York Central at New York was reported in the *Railway Age* of January 11, was born at Glenwood, N. J., on December 13, 1875. Mr. Beakes received his A. B. degree from Hamilton College in 1897 and his LL. B. degree from New York Law School in 1899. He entered railroad service on October 1, 1905, as attorney in the law department of the New York Central and was appointed assistant general attorney on August 31, 1910. On January 1, 1927, Mr. Beakes became contract counsel. He

Crosby Jordan Beakes

was appointed assistant general counsel on November 16, 1929, and was promoted on May 1, 1933, to general counsel, the position he held until his recent retirement.

OPERATING

W. M. O'Dell has been appointed assistant superintendent, Southern district, of the Missouri-Kansas-Texas, with headquarters at Muskogee, Okla.

G. H. Kern and **D. H. Dietrich** have been appointed trainmasters of the Chicago, Indianapolis & Louisville, with headquarters at Lafayette, Ind.

Charles F. Wiegele, general manager of the New York Central lines west of Buffalo, with headquarters at Cleveland, Ohio, has also been appointed terminal manager of the Cleveland Union terminals.

Ira Davis, general superintendent of the Terminal Railroad Association of St. Louis (Mo.), has been promoted to general manager, a new position, and the position of

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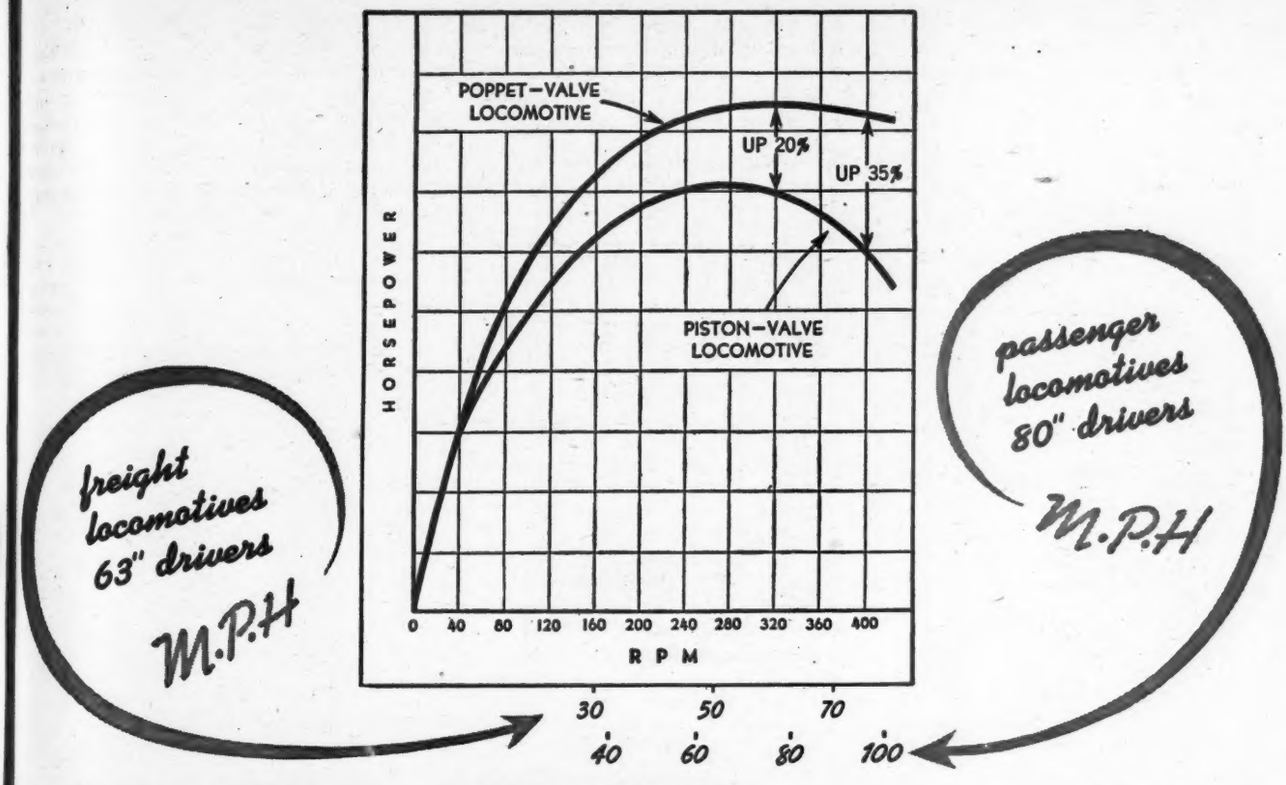
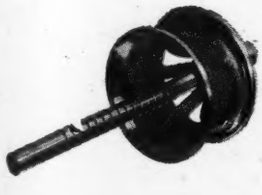


GREATER POWER for both freight and passenger locomotives

The outstanding increase in power, available by application of the Franklin System of Steam Distribution, is a function of revolutions per minute, not type of locomotive nor class of service. The increase can be as much or more for a freight locomotive with 63-inch drivers at 50 mph as with a passenger locomotive with 80-inch drivers at 63.5 mph.

The additional power is entirely the result of higher efficiency in converting steam into horsepower — through use of poppet valves and larger steam passages. It is produced without increased steam or fuel consumption.



Application of the Franklin System of Steam Distribution to existing or new locomotives is practical. The increased horsepower shown above is typical, as demonstrated by service records of presently equipped locomotives; however, we would be glad to prepare a comparative study on your own motive power.

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

general superintendent has been discontinued. In his new position Mr. Davis will have jurisdiction over the operating, mechanical and engineering departments of the road.

Carl A. Taylor, whose promotion to general manager of the Chesapeake & Ohio at Richmond, Va., was reported in the *Railway Age* of December 21, 1946, was born at Kenton, Del., on June 15, 1891. He was graduated from the University of

Carl A. Taylor

Delaware and entered railroad service in September, 1912, as signal repairman with the Pennsylvania and became a signal apprentice in July, 1913. From August, 1916, to July, 1917, Mr. Taylor was signal foreman at Altoona, Pa., and assistant inspector of signals in the office of the signal engineer at Philadelphia, Pa. He served as assistant supervisor of signals, successively at Trenton, N. J., and Philadelphia, Pa., from July, 1917, to August, 1921, then becoming assistant supervisor of telegraph and signals. In March, 1924, he left the Pennsylvania to become signal office engineer of the Chesapeake & Ohio. Mr. Taylor was appointed assistant superintendent signals in August, 1925; signal engineer in September, 1927; superintendent telegraph and signals in April, 1928; and assistant general superintendent in April, 1940, all with the Chesapeake & Ohio. Mr. Taylor became general superintendent at Huntington in April, 1942, which position he held until his recent promotion to general manager.

T. R. Beach, trainmaster of the Illinois Central, with headquarters at Mattoon, Ill., has been appointed suprintendent of the Peoria & Pekin Union, with headquarters at Peoria, Ill., succeeding **V. E. Gisna,** who has been assigned other duties.

H. A. Hudwalker has been appointed superintendent of the Pullman Company, with headquarters at St. Louis, Mo. Mr. Hudwalker's headquarters were erroneously listed as Cincinnati, Ohio, in the *Railway Age* of January 4.

C. J. Connett, whose retirement as superintendent of the Ottumwa-Creston division of the Chicago, Burlington & Quincy, with headquarters at Ottumwa, Iowa, was reported in the *Railway Age* of January 4, was born on September 8, 1880, at Bedford, Iowa, and began his railroad service in 1895 as a call boy with the Burlington. He served successively as telegraph operator, train dispatcher, chief dispatcher and trainmaster until 1922 when he was advanced to assistant division superintendent at St. Paul, Minn. In 1925 he was promoted to superintendent of the Omaha division at Omaha, Neb., and in 1927 was transferred to Ottumwa. In 1932 the Creston (Iowa) division was added to the Ottumwa division territory, forming the area over which Mr. Connett was superintendent at the time of his retirement.

Robert Gwinn Vawter, superintendent of the Richmond division of the Chesapeake & Ohio at Richmond, Va., has been promoted to assistant general superintendent of the Western General division, with headquarters at Huntington, W. Va., succeeding **G. P. Gibbs,** whose promotion to general superintendent of the Western general division at Huntington was reported in the *Railway Age* of January 4. **R. G. McGehee,** trainmaster, has been appointed superintendent of the Richmond division, succeeding Mr. Vawter. Mr. Vawter was born at Greenville, W. Va., on May 9, 1895, and entered railroad service in March, 1916, as rodman for the Virginian, becoming instrumentman on highway location and construction work in September, 1916. He

Robert Gwinn Vawter

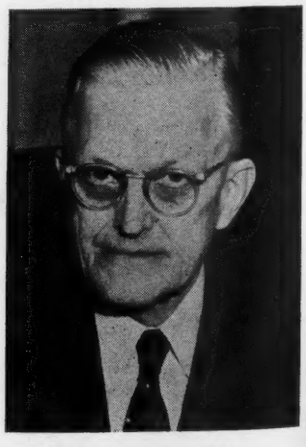
went with the Chesapeake & Ohio in October, 1917, as assistant engineer at Huntington, W. Va., and became supervisor of track in October, 1920, serving successively at Logan, W. Va., Louisa, Ky., and Cane Fork, W. Va., until December, 1925 when he became yardmaster at Shelby, Ky. He was appointed assistant trainmaster at Jenkins, Ky., in May, 1926, being transferred to Logan, W. Va., in May, 1927. Mr. Vawter was promoted to trainmaster at Rainelle, W. Va., in April, 1928, being transferred to St. Albans, W. Va., in July, 1940. In July, 1942, he became assistant superintendent at Hinton, W. Va., transferring to Logan in January, 1944. He was promoted to superintendent at Russell, Ky., in September, 1944, and was transferred to Richmond in March, 1945.

Frank G. Nicholson, whose retirement as general manager of the Chicago & Eastern Illinois, with headquarters at Chicago, was reported in the *Railway Age* of January 4, was born on December 17, 1876, at Gonzales, Tex., and received his higher education at Austin College and the University of Texas. He entered railroad service in 1899 as a clerk with the Missouri, Kansas & Texas (now Missouri-Kansas-Texas), and in 1904 joined the Chicago, Rock Island & Pacific as secretary to general manager at Chicago. In 1905 he became associated with the C. & E. I., and served successively as secretary to vice-president and general manager, chief clerk to vice-president and general

Frank G. Nicholson

manager, and assistant to receiver and general manager. Mr. Nicholson was vice-president and general manager of the company from 1922 to 1936. From the latter year until his retirement he served as general manager of the C. & E. I. and vice-president and general manager of the Chicago Heights Terminal Transfer.

Herman H. Larson, whose retirement as general manager of the Eastern district, Union Pacific, with headquarters at Omaha, Neb., effective on February 1, was reported in the *Railway Age* of January 11, was born on January 2, 1882, at Harlan, Iowa. Mr. Larson began his railroad career in 1900 as a switchman on the U. P. at Omaha, and later served successively as brakeman, assistant yardmaster, yardmaster, general yardmaster, acting terminal



Herman H. Larson

trainmaster and trainmaster. In 1934 he was placed on special duty in the office of the executive vice-president at Omaha, and in 1937 was advanced to division superin-

News Department continued on next left-hand page

THREE WAYS

By which Security Circulators assist in maintaining the full steaming capacity of a locomotive . . .

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tendent at Los Angeles, Cal. He became special representative of the general manager at Salt Lake City, Utah, in 1942, and returned to Omaha in 1943 as acting general superintendent of the Eastern district. In 1945 Mr. Larson was advanced to acting general manager, Eastern district, and he was appointed general manager in February, 1946.

A. J. Greenough, superintendent freight transportation of the Pennsylvania, with headquarters at Chicago, has been appointed superintendent of the Maryland division, with headquarters at Baltimore, Md., succeeding **C. J. Henry,** who has been appointed assistant chief engineer of the Eastern region at Philadelphia, Pa.

A. T. Berg, division superintendent of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Terre Haute, Ind., has been transferred to Aberdeen, S. D., where he succeeds **F. R. Doud,** who has been transferred to Ottumwa, Iowa. **W. J. Hotchkiss,** superintendent at Ottumwa, goes to Terre Haute, relieving Mr. Berg.

Percy Acton Clews, European manager of the Canadian National at London, England, will retire on January 19 after 40 years of service. Mr. Clews was born at Cheshire, England in 1882, and joined the Grand Trunk as a clerk in the traffic department at Liverpool on January 18, 1907. Going to London two years later he became city agent in 1910 and in the same year served as acting agent at Antwerp, Belgium. Following various promotions, he became general freight agent in charge of continental traffic and, in 1924, European traffic manager. He became European manager in 1932, the position from which he now retires. Mr. Clews will remain chairman of Canadian National Railways, (France). Following the first World War, Mr. Clews represented Sir Henry Thornton in the Transportation section of the League of Nations and in the International Railway Congress. In the recent war, he also acted as technical advisor to the Canadian government representative on the United Maritime Authority.

TRAFFIC

I. J. Hetherington has been appointed general agent of the Seaboard Air Line, with headquarters at Philadelphia, Pa., succeeding **C. E. Thomas,** deceased.

C. E. Gorman, commercial agent of the Norfolk & Western at Jacksonville, Fla., has been appointed general agent at Columbia, S. C.

R. C. Kerr, assistant freight traffic manager of the Chicago & North Western, with headquarters at Chicago, has been promoted to freight traffic manager in charge of industrial development, with the same headquarters.

Edwin T. Reynolds, whose retirement as freight traffic manager of the Pere Marquette, with headquarters at Detroit, Mich., was reported in the *Railway Age* of January 4, was born at Middlemiss, Ont., on April 19, 1878, and attended the Collegiate Institute. He entered railway service in 1895 as a relief operator and agent on the Grand Trunk (now Grand Trunk Western), later becoming a clerk in the office of the commercial agent. In July, 1905, Mr. Reynolds went with the Pere Marquette as chief clerk to the general agent at Buffalo,

Edwin T. Reynolds

N. Y., and one year later he was appointed traveling freight agent, with headquarters in New York. In November, 1908, he was promoted to eastbound agent at that point and in December, 1914, he was advanced to general agent at Pittsburgh, Pa. In 1918 and 1919, he served in the treasury department of the United States Railroad Administration at Detroit, and at the termination of this service became traffic manager for the Wills St. Claire Auto Company, Marysville, Mich. Mr. Reynolds returned to the Pere Marquette in March, 1922, as general agent at Detroit, and in July, 1924, he was promoted to assistant general freight agent. He was further advanced to general freight agent in March, 1927, and on July 1, 1931, he was promoted to assistant freight traffic manager. Mr. Reynolds had been freight traffic manager since March 1, 1939.

Robert O. Small, whose promotion to general freight traffic manager of the Chicago & North Western System, with headquarters at Chicago, was reported in the *Railway Age* of January 11, was born

Robert O. Small

on August 10, 1889, at Deercreek, Ill., and began his railroad career in 1910 as a stenographer with the C. & N. W. at Peoria, Ill. Mr. Small subsequently served as chief clerk at Indianapolis, Ind., Buffalo, N. Y., and Green Bay, Wis.; traveling agent at New Orleans, La., and Sioux City, Iowa; and general agent at Philadelphia, Pa., and Indianapolis. In 1929 he was appointed general freight agent at Chicago, and in 1938 he was advanced to freight traffic manager. From 1941 until the time of his recent advancement, Mr. Small held the position of traffic manager—rates and divisions.

Walter M. Taylor, assistant to traffic manager of the Richmond, Fredericksburg & Potomac, at Richmond, Va., has been named traffic manager, succeeding **J. B. Mordecai,** who has retired at his own request after more than 51 years of service.

Russell W. Ohlman has been appointed assistant general passenger agent of the Pere Marquette, with headquarters at Detroit, Mich. **Willard A. Ziel** has been appointed division passenger agent at Grand Rapids, Mich.

Thomas L. Norton, whose promotion to traffic manager—sales, of the Chicago & Northwestern, with headquarters at Chicago, was reported in the *Railway Age*

Thomas L. Norton

of January 11, was born on December 1901, at Boone, Iowa, and received his higher education at Drake university. Mr. Norton entered railroad service with the C. & N. W. in 1920, and was successively engaged in bridge construction and in the road's section force, as a baggage man, freight handler, crew dispatcher, ticket clerk, general clerk, rate clerk, chief clerk and freight service inspector and agent. His record includes service at Cleveland, Ohio, as city agent and at New York as city agent, general perishable agent, general agent and general eastern freight agent successively. Prior to his promotion Mr. Norton had served since 1945 as assistant traffic manager at Chicago.

Fred Sobotta, district freight agent of the Pennsylvania, with headquarters at Kansas City, Mo., has been granted a leave of absence because of ill health. His duties have been assumed by **Daniel J. Butler.**

R. S. Moore has been appointed Canadian freight and passenger agent of the Chicago, Milwaukee, St. Paul & Pacific with headquarters at Toronto, Ont. T

News Department continued on next left-hand page .

A 1947 RESOLUTION

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position of traveling freight and passenger agent has been abolished.

R. D. Pierce has been appointed division freight and passenger agent of the Missouri Pacific, with headquarters at Atchison, Kan., succeeding **J. S. Rogers,** whose promotion to general agent at Seattle, Wash., was reported in the *Railway Age* of January 11.

O. H. Griffin, division freight agent of the Missouri-Kansas-Texas, with headquarters at Dallas, Tex., has been promoted to assistant general freight and passenger agent, with headquarters at Houston, Tex. He succeeds **E. O. McCord,** whose promotion to assistant freight traffic manager, with headquarters at Dallas, was reported in the *Railway Age* of December 28, 1946.

Carl O. Olsen, general agent of the Southern Pacific, with headquarters at Salt Lake City, Utah, has been promoted to assistant general passenger agent, Central district, with headquarters at Oakland, Cal. He succeeds **Garnett King,** whose retirement was reported in the *Railway Age* of December 28, 1946. Mr. Olsen is succeeded by **O. V. Gibson,** traveling freight and passenger agent at Marysville, Cal.

ENGINEERING & SIGNALING

P. L. Mathewson, research engineer of the Canadian National at Montreal, Que., has been appointed transportation engineer, with the same headquarters, succeeding **R. A. Black,** whose retirement was reported in the *Railway Age* of December 14, 1946. Mr. Mathewson was born at New Westminster, B. C., and educated in the public and high schools there. He was graduated from the University of British Columbia at Vancouver with a B. S. degree in 1927. He entered the service of the Canadian National as electrical inspector in the motive power department at Toronto in 1930, going to Montreal in 1937 as assistant engineer in the chief electrical engineer's office. He was promoted to research engineer in the research and development department in 1943.

Oscar M. Bixby, assistant engineer of the New York Central at New York, has retired after more than 41 years of service. **Edward C. Hardy,** assistant engineer at New York, has retired after 45 years of service.

J. R. DePriest has been appointed superintendent communications and signals of the Seaboard Air Line, with headquarters at Norfolk, Va. The position of superintendent telegraph and signals has been abolished.

C. J. Henry, superintendent of the Maryland division of the Pennsylvania, with headquarters at Baltimors, Md., has been appointed assistant chief engineer of the Eastern region, with headquarters at Philadelphia, Pa. Mr. Henry was born at Youngsville, Pa., on December 1, 1900, and after attending the public schools of Youngsville, entered the University of Cincinnati, from which he was graduated in 1923 with the degree of civil engineer. Mr. Henry's railroad experience started when he enrolled at the university as a cooperative student in engineering and during his five years in college he was assigned to work as trackman and carpenter for the Pennsylvania, whose service he entered on July 8, 1918. He also served as rodman for the Baltimore & Ohio and as rodman and

C. J. Henry

transit man for the Cleveland, Cincinnati, Chicago & St. Louis. Upon being graduated, he re-entered the service of the Pennsylvania in June, 1923, as assistant on engineer corps at Erie, Pa. He then served as an assistant supervisor of track on the Long Island and the Eastern division of the Pennsylvania; and as supervisor of track on the Allegheny, Buffalo, Erie and Ashtabula, Pittsburgh and Philadelphia Terminal divisions. In January, 1934, he was appointed division engineer on special duty at Philadelphia and in November, 1934, he was transferred to Buffalo as division engineer, serving subsequently in a similar capacity on the Panhandle division at Pittsburgh, Pa., until January, 1942, when he was appointed superintendent at Toledo, Ohio. Mr. Henry was appointed superintendent of freight transportation of the Eastern region at Philadelphia on March 1, 1943, and on January 16, 1945, he became superintendent of the Maryland division.

James A. Stocker, whose retirement as consulting engineer of the New York Central system at Cleveland, Ohio, was reported in the *Railway Age* of January 11, was born at Gnadenhutten, Ohio, on April 11, 1875. Mr. Stocker received his civil engineering degree from Ohio State University in 1902 and entered railroad service that same year as rodman on the Kanawha & Michigan (now New York Central). He served in various capacities in the engineering department until 1910, when he became chief engineer of the Ohio Central Lines of the New York Central at Columbus, Ohio. From 1931 to October 1, 1939, Mr. Stocker was engineer of construction of the New York Central at Cleveland, becoming district engineer there on the latter date. He was appointed consulting engineer of the system on January 15, 1944.

J. F. Yerger, superintendent telegraph and signals of the Lehigh Valley, at New York, has been appointed chief engineer—signals and communications, with the same headquarters, a change of title. **J. A. Niedeck,** assistant superintendent telegraph and signals, at New Yark, has been appointed assistant chief engineer—signals and communications, with the same headquarters, also a change in title.

Henry A. Maynard, signal supervisor on the St. Louis division of the Baltimore & Ohio, at Washington, Ind., has been appointed assistant signal engineer of the Western region, with headquarters at Cincinnati, Ohio, succeeding **Edwin T. Ambach,** who has retired after 48 years of service.

Thomas C. Luke, whose appointment as superintendent of telegraph of the Boston & Maine, with headquarters at Boston, Mass., was reported in the *Railway Age* of December 28, 1946, was born on February 16, 1912, at Somerville, Me. He was graduated from the Massachusetts Radio Institute in 1931, the Capitol Radio Engineering Institute in 1938, courses at the Massachusetts Institute of Technology in 1942, and courses at the Harvard Engineering School in 1943. From 1933 to 1935

Thomas C. Luke

he was employed in the design and operation of radio and telephone communications with the state police, broadcast stations, and as field engineer in electronic work. He entered railway service in November, 1945, with the Boston & Maine as communications supervisor, which position he held at the time of his latest appointment. Mr. Luke is a member of the Institute of Radio Engineers.

Clifford T. Gunsallus, whose appointment as district engineer of the Boston & Albany at Boston, Mass., was reported in the *Railway Age* of January 4, was born on December 6, 1899, at Beech Creek, Pa. He was graduated in civil engineering from Pennsylvania State College in 1924 and entered railroad service in June of that year with the engineering corps of the New York Central, where he served until November, 1927. From the latter date until June, 1936, Mr. Gunsallus served as assistant supervisor of track at Watertown, N. Y., Newburgh and Beacon, successively, then becoming supervisor of track at Richland, New York and Beacon, successively.

News Department continued on next left-hand page

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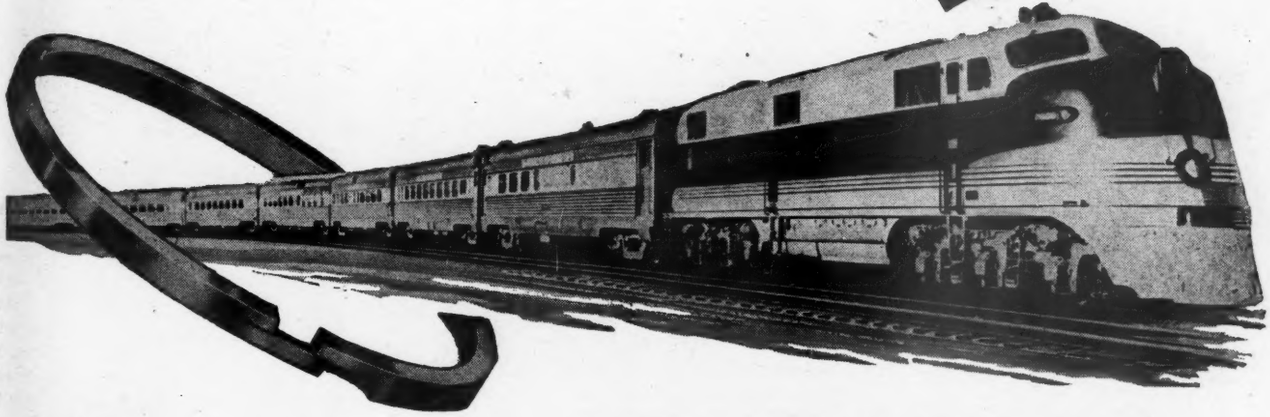

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Valve Bushings	Floating Rod Bushings	(Duplex Springs for Above
Valve Packing Rings	Light Weight Valves	Sectional Packing)
Valve Bull Rings	Cylinder Liners and Pistons	Cylinder Snap Rings
	for Diesel Service	Valve Rings, All Shapes

He was appointed division engineer, New York Central lines Buffalo and east, at Watertown in June, 1943, which position he was holding at the time of his recent appointment as district engineer of the Boston & Albany at Boston.

Howard M. Smitten, whose retirement as bridge engineer of the Western Pacific, with headquarters at San Francisco, Cal., was reported in the *Railway Age* of January 4, was born in San Jose, Cal., on February 8, 1878, and was educated in the public schools of Honolulu, T. H., and San Francisco. After attending the University of California in 1898, as a special student, he entered the employ of the San Francisco Bridge Company, working on a harbor development project in Guatemala. Returning to the United States the following year, he became a draftsman for a San Francisco architect, subsequently holding this position with various concerns. In 1906, Mr. Smitten went with the Southern Pacific and was engaged in bridge design. In 1917, he entered the United States Army as a captain, Quartermaster corps, Construction division. Later he was advanced to major, 34th Engineers, and to lieutenant colonel, 37th Engineers. Upon his discharge from the Army, in 1920, Col. Smitten returned to the S. P. as assistant engineer in the valuation department. In September, 1921, he went with the Western Pacific as bridge engineer, holding this position until his retirement.

MECHANICAL

A. J. Hartman, whose appointment as mechanical superintendent of the Atchison, Topeka & Santa Fe, with headquarters at Amarillo, Tex., was reported in the *Railway Age* of January 4, was born at Chicago on November 17, 1892. He entered railroad service on May 13, 1910, as a boilermaker apprentice with the Gulf, Colorado & Santa Fe at Cleburne, Tex., and served

A. J. Hartman

successively as boilermaker, boilermaker apprentice instructor, night roundhouse foreman, machinist gang foreman, and general foreman until May 1, 1923, when he was appointed master mechanic at Newton, Kan. On December 1, 1945, Mr. Hartman was transferred to Albuquerque, N. M., and served there until the time of his recent promotion.

PURCHASES AND STORES

J. L. Hartzell, acting superintendent of stores of the Western Maryland, at Hagerstown, Md., has been appointed superintendent of stores, to succeed **Colonel John Carmichael,** deceased.

Guy Sandilands, steamship purchasing agent of the Canadian Pacific, with headquarters at Montreal, Que., has retired under the pension rules of the company, after 35 years of service. **R. J. White,** purchasing agent at Calgary, Alta., succeeds Mr. Sandilands, with the title of commissary purchasing agent at Montreal. **T. A. Donovan,** purchasing agent at Toronto, Ont., has been transferred to Calgary, succeeding Mr. White. **R. H. Yarnell,** purchasing agent at Montreal, has been transferred to Toronto, succeeding Mr. Donovan.

SPECIAL

Donald E. Mumford, whose appointment as superintendent of safety of the New York Central system at New York

Donald E. Mumford

was reported in the *Railway Age* of January 4, was born on June 15, 1897, at Galion, Ohio. He attended high school in that city and entered railroad service on July 28, 1914, as clerk in the maintenance of way department of the Cleveland, Cincinnati, Chicago & St. Louis (New York Central system). He became chief clerk to trainmaster at Galion in April, 1917; division car distributor at Bellefontaine, Ohio, in August, 1920; yardmaster at Galion in August, 1921, and yardmaster at Bellefontaine in August, 1935. Mr. Mumford was appointed supervising safety agent for the New York Central system at New York in March, 1941, becoming assistant general safety agent at New York on February 1, 1943, which position he held until his appointment as superintendent of safety on December 16, 1946. Mr. Mumford has served since 1932 as a speaker on public relations for the Eastern Railroad Presidents Conference. He was director and vice-chairman of the Railroad Y. M. C. A. at Bellefontaine from 1936 to 1941.

George Robert Johnston, research assistant, research and development department of the Canadian National at Montreal, Que., has been appointed assistant transport economist at Toronto, Ont. Mr. Johnston was born and educated at Montreal and entered the service of the Canadian National in October, 1929, in a junior capacity with the research and development department. After holding various clerical positions he served as secretary to the vice-president of research and development until July, 1944, when he enlisted in the Canadian Navy. On his return to the Canadian National in March, 1946, he became research assistant at Montreal.

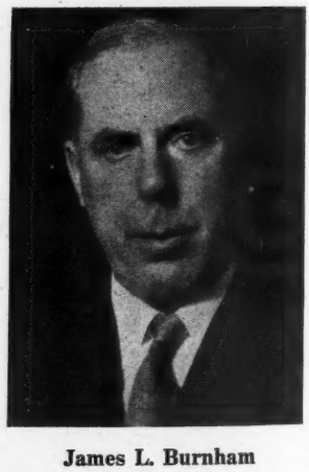
OBITUARY

G. Fred Royce, vice-president and secretary of the Mississippi Central, with headquarters at Scranton, Pa., died on January 14, at his home in that city, at the age of 74, after a year's illness.

Henry Edwards Pierpont, who retired in 1938 as vice-president in charge of traffic of the Chicago, Milwaukee, St. Paul & Pacific, died on January 14 at his home in Chicago, following a long illness.

Harry E. Winship, assistant treasurer of the Railway Express Agency since 1931, died suddenly on January 6 in Pennsylvania station, New York, while enroute to his home in Manhasset, Long Island. Mr. Winship was 52 years old.

James L. Burnham, western traffic manager of the Northern Pacific, with headquarters at Seattle, Wash., whose death on December 31, 1946, was reported in the *Railway Age* of January 11, was born on August 20, 1882, at Yaxley, England. Mr. Burnham entered railroad service in 1902 in the traffic department of the Lake Shore & Michigan Southern (now part of the New York Central system) at St. Paul, Minn. He later served there with the Minneapolis & St. Louis, the Chicago, St. Paul, Minneapolis & Omaha and the New York Central. He joined the Northern Pacific in 1907 as a file clerk, later advancing



James L. Burnham

to traveling freight agent at Jamestown, N. D., and to division freight agent at St. Paul. In 1915 he was promoted to assistant general freight agent there, and in 1921 he was transferred to Seattle. Mr. Burnham was appointed assistant general freight and passenger agent at Tacoma, Wash., in 1926, and western traffic manager on January 1, 1928.

A table of operating revenues and expenses appears on the next left-hand page.

Current Publications

Pamphlets

Copper & Brass Bulletin, November, 1946. 15 pages, illustrations. Published by the Copper & Brass Research Association, 420 Lexington ave., New York 17. Free.

This issue of the Copper & Brass Bulletin is devoted to "Copper and Its Alloys on American Railways." It includes a brief introduction to railway history; a discussion of the uses of copper made by railroads, and the amounts used; and references to points of interest on some of the major railroads in different sections of the country. Numerous illustrations of railroad equipment and scenes along the lines of the various carriers are included.

Full Steam Ahead. 56 pages, illustrations. Issued by the Press Information Bureau, Government of India, for the Railway Board. Price 8 annas (approximately 15 cents). May be available in this country from the Government of India Information Service, 2342 Massachusetts ave., N. W., Washington 8, D. C.

The problems, war-time operations, and future plans of the Indian railways are reviewed in this pamphlet. It contains numerous illustrations, and a map showing the railways of India, and another showing railways serving the cities.

Forward; the L. N. E. R. Development Programme. 25 pages, illustrations. Published by the London & North Eastern Railway, Dorset square, London, N. W. 1, England. Price 4 pence.

The London & North Eastern program for repairing the ravages of nearly six years of war is outlined in this booklet. The plan is divided into two parts—first, restoration of pre-war standards of service, and second, progressive improvements, based on modern designs and scientific research. Immediate work to be undertaken is listed, and the character of some of the larger items on the long-term program is indicated on diagrammatic charts of the various sections of the railroad's lines. Some of the improvements already made, such as modernization of ticket offices and refreshment stands, are pictured. Plans for electrification, equipment, and auxiliary services, such as hotels and steamships, are also noted.

Book

China's Railway Rolling Stock; A Study of Post-war Purchases, by Chuke Ling. 110 pages. Published for the College of Economics and Business by the University of Washington Press, Seattle, Wash. Price, $1.50.

"This book is primarily an analysis of the quantities and types of rolling stock which it will be necessary to purchase in order to pust postwar Chinese railways on a sound operating basis. But since the allocation of such equipment depends upon a complex relationship among such factors as railroad organization, working methods, and operating systems, this study also includes a critical evaluation of past and present practices of Chinese railway management, principally with a view to increasing the utilization of railway rolling stock."

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Operating Revenues and Operating Expenses of Class I Steam Railways

Compiled from 129 monthly reports of revenues and expenses representing 133 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF OCTOBER, 1946 AND 1945

	United States		Eastern District		Southern District		Western District	
	1946	1945	1946	1945	1946	1945	1946	1945
Miles of road operated at close of month	227,385	228,258	55,904	55,996	43,280	43,339	128,201	128,923
Revenues:								
Freight	$566,968,129	$492,287,528	$222,659,254	$174,344,078	$107,999,372	$ 85,660,859	$236,309,503	$232,282,591
Passenger	89,345,450	146,503,843	42,756,028	57,847,624	13,695,457	25,093,014	32,893,965	63,563,205
Mail	11,189,028	11,353,951	4,028,844	3,972,693	1,933,959	1,842,734	5,226,225	5,538,524
Express	10,437,270	12,297,970	2,339,203	3,712,513	1,644,897	1,884,338	6,453,170	6,701,119
All other operating revenues	31,998,149	34,548,062	14,744,698	14,490,130	4,073,716	5,147,351	13,179,735	14,910,581
Railway operating revenues	709,938,026	696,991,354	286,528,027	254,367,038	129,347,401	119,628,296	294,062,598	322,996,020
Expenses:								
Maintenance of way and structures	99,159,552	123,207,409	38,658,084	43,516,822	20,412,370	24,168,621	40,089,098	55,521,966
Depreciation	10,024,503	9,895,075	4,340,027	4,308,417	1,600,140	1,586,896	4,084,336	3,999,762
Retirements	1,343,631	2,139,263	387,699	855,751	323,497	205,818	632,435	1,077,694
Deferred maintenance	* 529,817	* 455,711	* 232,647	40,813	* 11,905	.....	* 285,265	* 496,524
Amortization of defense projects	76,757	11,956,064	9,523	1,832,854	16,748	3,857,637	50,486	6,265,573
Equalization	* 4,416,188	* 2,699,421	* 2,538,232	* 1,608,258	* 929,019	* 1,113,827	* 948,937	22,664
All other	92,660,666	102,372,139	36,691,714	38,087,245	19,412,909	19,632,097	36,556,043	44,652,797
Maintenance of equipment	128,866,626	216,698,080	56,232,751	77,271,456	23,926,024	59,199,487	48,707,851	80,227,137
Depreciation	18,395,559	18,267,537	7,581,477	7,791,887	3,765,955	3,605,871	7,048,127	6,869,779
Retirements	* 43,981	* 17,832	* 11,012	* 1,126	* 17,908	1,173	* 15,061	* 17,879
Deferred maintenance and major repairs	* 347,993	* 120,527	* 590	* 5,051	* 84,057	.....	* 263,346	* 115,476
Amortization of defense projects	1,006,683	97,989,441	482,977	27,213,934	171,720	37,419,314	351,986	33,356,193
Equalization	* 84,972	* 30,894	17,086	* 6,064	* 94,463	53,538	* 7,595	* 78,368
All other	109,941,330	100,610,355	48,162,813	42,277,876	20,184,777	18,119,591	41,593,740	40,212,888
Traffic	13,747,172	11,878,748	5,032,948	4,270,593	2,573,354	2,190,611	6,140,870	5,417,544
Transportation—Rail line	286,351,511	245,787,030	124,169,556	103,714,883	48,423,793	40,582,539	113,758,162	101,489,608
Transportation—Water line	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous operations	11,147,811	10,886,389	4,091,432	4,008,068	1,313,100	1,536,483	5,743,279	5,341,838
General	19,151,583	18,206,657	7,512,674	7,523,997	3,835,171	3,424,574	7,803,738	7,258,086
Railway operating expenses	558,424,255	626,664,313	235,697,445	240,305,819	100,483,812	131,102,315	222,242,998	255,256,179
Net revenue from railway operations	151,513,771	70,327,041	50,830,582	14,061,219	28,863,589	* 11,474,019	71,819,600	67,739,841
Railway tax accruals	53,287,217	4,838,968	18,735,927	* 6,049,221	13,431,993	* 13,372,747	21,119,297	24,260,936
Pay-roll taxes	22,067,465	18,958,297	9,400,272	7,806,848	4,003,578	3,281,072	8,663,615	7,870,377
Federal income taxes	8,275,596	* 34,274,688	517,070	* 22,531,767	4,892,023	* 20,564,236	2,866,503	8,821,315
All other taxes	22,944,156	20,155,359	8,818,585	8,675,698	4,536,392	3,910,417	9,589,179	7,569,244
Railway operating income	98,226,554	65,488,073	32,094,655	20,110,440	15,431,596	1,898,728	50,700,303	43,478,905
Equipment rents—Dr. balance	9,914,562	9,387,296	4,379,160	3,446,873	* 1,553,665	* 905,488	7,089,067	6,845,911
Joint facility rent—Dr. balance	3,193,053	3,686,446	1,657,666	1,845,466	396,503	430,944	1,138,884	1,410,036
Net railway operating income	85,118,939	52,414,331	26,057,829	14,818,101	16,588,758	2,373,272	42,472,352	35,222,958
Ratio of expenses to revenues (per cent)	78.7	89.9	82.3	94.5	77.7	109.6	75.6	79.0

FOR TEN MONTHS ENDED WITH OCTOBER 1946 AND 1945

	United States		Eastern District		Southern District		Western District	
	1946	1945	1946	1945	1946	1945	1946	1945
Miles of road operated at close of month	227,701	228,284	55,910	56,005	43,282	43,334	128,509	128,945
Revenues:								
Freight	$4,769,915,099	$5,665,239,888	$1,832,581,359	$2,073,078,503	$949,822,278	$1,052,266,995	$1,987,511,462	$2,539,894,390
Passenger	1,080,942,919	1,409,689,579	492,382,630	576,562,228	174,612,197	264,914,706	413,948,092	568,212,645
Mail	104,115,833	105,527,110	36,965,005	35,990,232	17,961,291	18,212,937	49,189,537	51,323,941
Express	75,294,463	125,260,265	6,381,056	35,816,026	11,903,357	17,942,068	57,010,050	71,502,171
All other operating revenues	301,643,574	318,029,947	139,356,302	137,740,718	39,118,519	44,298,197	123,168,753	135,991,032
Railway operating revenues	†6,331,911,888	†7,623,746,789	2,507,666,352	2,859,187,707	1,193,417,642	1,397,634,903	2,630,827,894	3,366,924,179
Expenses:								
Maintenance of way and structures	965,041,407	1,112,528,479	355,466,459	393,462,190	195,496,513	198,206,349	414,078,435	520,859,940
Depreciation	100,217,482	97,813,561	43,415,750	42,791,286	16,185,454	15,689,260	40,616,278	39,333,015
Retirements	8,512,642	10,668,940	2,237,764	2,474,900	1,237,592	1,466,694	5,037,286	6,727,346
Deferred maintenance	* 4,622,267	* 3,133,399	* 1,226,277	* 606,238	289,420	.....	* 3,685,410	* 2,527,161
Amortization of defense projects	331,500	51,359,464	65,869	7,781,791	117,952	8,160,712	147,679	35,416,961
Equalization	5,060,988	9,653,953	1,633,047	2,621,056	1,954,522	4,488,698	1,473,419	2,544,199
All other	855,541,062	946,165,960	309,340,306	338,399,395	175,711,573	168,400,985	370,489,183	439,365,580
Maintenance of equipment	1,221,145,489	1,534,546,827	521,375,125	579,079,875	224,041,549	298,453,912	475,728,815	567,013,040
Depreciation	184,087,107	179,972,858	77,368,571	76,113,439	36,918,759	35,925,053	69,799,777	67,934,366
Retirements	* 339,298	* 83,356	* 105,699	* 69,126	* 107,483	* 58,556	* 126,116	44,326
Deferred maintenance and major repairs	* 3,003,766	* 1,438,492	* 191,723	* 41,052	* 410,233	.....	* 2,401,810	* 1,397,440
Amortization of defense projects	7,737,317	339,868,363	3,414,405	80,625,795	1,126,978	78,737,483	3,195,934	180,505,085
Equalization	572,174	70,997	* 18,347	* 28,364	574,216	16,716	16,305	82,645
All other	1,032,091,955	1,016,156,457	440,907,918	422,479,183	185,939,312	183,833,216	405,244,725	409,844,058
Traffic	136,767,741	118,167,974	50,054,609	42,341,263	25,633,249	22,211,367	61,079,883	53,615,344
Transportation—Rail line	2,648,753,219	2,499,632,560	1,154,399,123	1,093,533,783	458,198,226	420,423,677	1,036,155,870	985,675,100
Transportation—Water line	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous operations	107,300,457	100,158,932	40,717,573	36,610,831	14,135,774	15,380,539	52,447,110	48,167,562
General	192,633,788	173,074,282	76,438,837	70,366,207	38,104,209	33,522,444	78,090,742	69,185,631
Railway operating expenses	5,271,642,101	5,538,109,054	2,198,451,726	2,215,394,149	955,609,520	988,198,288	2,117,580,855	2,334,516,617
Net revenue from railway operations	1,060,269,787	2,085,637,735	309,214,626	643,793,558	237,808,122	409,436,615	513,247,039	1,032,407,562
Railway tax accruals	483,458,905	1,105,851,790	160,007,831	274,307,187	122,702,913	246,739,686	200,748,161	584,804,917
Pay-roll taxes	212,025,634	193,359,027	88,772,631	80,187,996	38,424,242	33,463,979	84,828,761	79,707,052
Federal income taxes	52,606,400	668,046,301	* 16,516,555	90,581,798	40,801,429	164,793,395	28,321,526	412,671,108
All other taxes	218,826,871	244,446,462	87,751,755	103,537,393	43,477,242	48,482,312	87,597,874	92,426,757
Railway operating income	576,810,882	979,785,945	149,206,795	369,486,371	115,105,209	162,696,929	312,498,878	447,602,645
Equipment rents—Dr. balance	93,867,233	114,086,949	41,672,024	49,074,255	* 5,546,980	* 2,546,446	57,742,189	67,559,140
Joint facility rent—Dr. balance	32,213,640	35,137,944	16,613,932	17,672,327	3,868,908	3,820,311	11,730,800	13,645,306
Net railway operating income	450,730,009	830,561,052	90,920,839	302,739,789	116,783,281	161,423,064	243,025,889	366,398,199
Ratio of expenses to revenues (per cent)	83.3	72.6	87.7	77.5	80.1	70.7	80.5	69.3

* Decrease, deficit, or other reverse item.

† Railway operating revenues are after deduction of $3,290,008 for the ten months ended with October 1946 and $39,045,911 for the ten months ended with October 1945 to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.